



First Aero Weekly in the World

Founder and Editor: STANLEY SPOONER

A Journal devoted to the Interests, Practice, and Progress of Aerial Locomotion and Transport

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EDITORIAL COMMENT.



Cobham "gets there" again

O many long-distance flights have been successfully completed by our greatest exponent of Empire civil aviation that one has almost come to take it for granted that when Alan Cobham sets out on a long flight it is a foregone conclusion that he will reach his destination. He has always done so in the past; he has just done so again by attaining Melbourne; and we are confident he will do so in the future by returning to London from Melbourne in his trusted veteran D.H.50, which has already been to Rangoon and back, and to Cape Town and back. For all that, the fact that the indomitable spirit of a pilot carries him through time after time should not be permitted to obscure a realisation of the tremendous difficulties that have had, and will have, to be overcome in thus "blazing the trail." In his flight to Australia, Cobham has covered something like 10,000 miles in approximately five weeks, which, taking into account various delays, means, generally speaking, flying from 400 to 600 miles each flying day, in itself no mean achievement. Add to this the fact that, owing to a delay in starting caused in the main by the general strike, etc., large portions of the flight have had to be made in atrocious weather, and it will be seen that, although Cobham has once more "delivered the goods" as is his wont, it would be a very great mistake to assume that the flight has been a picnic. As a matter of fact, although it has not been too evident from the accounts that have appeared in the press, Cobham has been having a pretty rough time of it, and we may be certain that the regrettable incident which resulted in the death of Mr. Elliott, his trusted engineer and close personal friend, affected Cobham to an extent which might well have caused a less determined man to abandon the flight. It is difficult, amid the comforts of home and civilisation, to appreciate to the full what reaching Melbourne has cost Cobham in mental and physical energy, but it is quite certain that it is a very great deal more than is generally realised.

DIARY OF FORTHCOMING EVENTS

Club Secretaries and others desirous of announcing the dates of important fixtures are invited to send particulars for inclusion in the following list:—

1926

Aug. 21-22	Bournemouth Race Meeting.
Sept. 10-18	Two-Seater Light Aeroplane Competition, Lympne.
Sept. 12	Race Meeting at Prague.
Sept. 18	Grosvenor Challenge Cup, at Lympne.
Oct.	Schneider Cup Race at Norfolk, Virginia, U.S.A.
Oct.	Stefanik Prize Race at Prague.
Oct. 24-28	Coppa del Mare, Italy.
Nov. 11-15	Coppa d'Italia, Italy.
Nov.-Dec.	Paris Aero Show.

All the more honour to him, and to his engineer Sergeant Ward, who stepped in at a moment's notice and took the place left vacant by the untimely death of Elliott. They have done yeoman service to British aviation.

As regards the technical equipment used in the flight, we have already pointed out that the D.H.50 is a veteran with many thousands of miles to its credit. As far as can be gathered at the moment the machine is going as strong as ever, and the De Havilland plywood-covered fuselage with normal fabric-covered wings types of construction seem to have proved that, from the point of view of durability under extremes of climatic conditions, the old "stick and string" construction is in no immediate need of replacement by all-metal forms. The Short Duralumin floats have done well. Of that there can be not the slightest doubt. The very fact that Cobham has made the flight in relatively short stages has necessarily meant a comparatively great number of landings and take-offs, with corresponding increase in the chances for troubles. Yet no difficulty seems to have been experienced. The Armstrong-Siddeley "Jaguar" has run to the entire satisfaction of all concerned, and has further added to the laurels already gathered in the London-Cape-London flight. Altogether the flight has been one of which British aviation may be justly proud.

• • •

Only The French light 'plane meeting at Orly has resulted in a victory for Czechoslovakia. Great Britain's only representative, the De Havilland "Moth" entered and flown by Mrs. Elliott-Lynn, has not exactly covered itself in glory, so far as the winning of points is concerned, but we are quite sure that the machine impressed those present on the aerodrome as a thoroughly practical proposition. That it did not do better was due to the fact that the directions in which

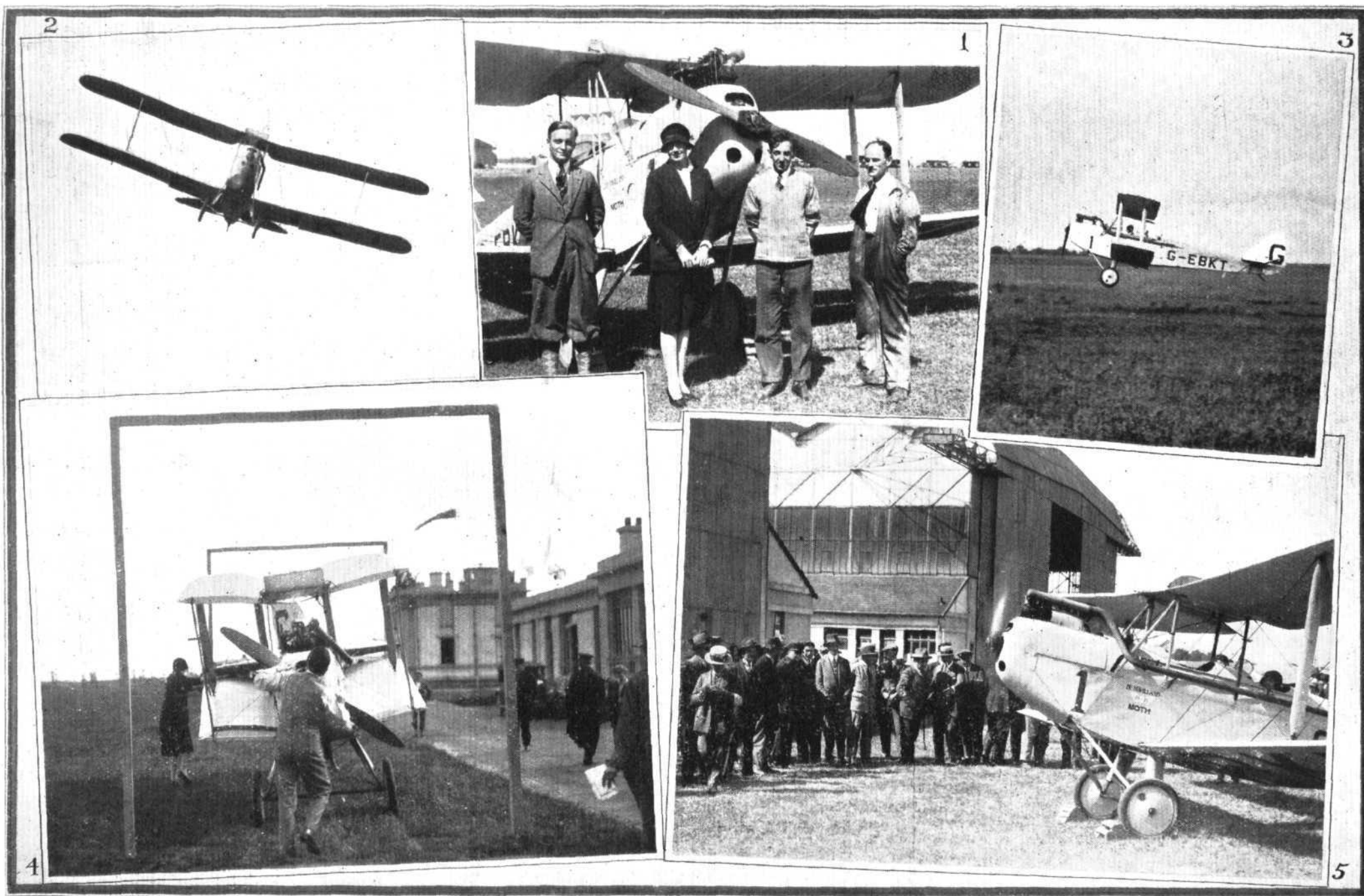
the "Moth" excels were not particularly encouraged by the rules of the competition. Moreover, the "Moth" was probably by far the heaviest machine of those taking part. The actual specimen used by Mrs. Elliott-Lynn is, we believe, the first "Moth" ever built. Its fuselage is somewhat weighty. Its wings have been damaged and repaired (one patch started life as a pillow-case!) several times. The machine has had a lot of wear and has flown thousands of miles. Under the conditions, therefore, there is no cause to jump to the conclusion that the "Moth" is inferior to other machines. Under the rules of the competition the performances which netted the most points were fuel economy, climb and speed, and the "Moth" was never designed for extremes of any of these. The machine was handled with great skill by Mrs. Elliott-Lynn, and we doubt whether the best pilot in the world could have improved very much upon any of her performances. Taking into consideration that she has only been flying for about a year, and that she had never previously taken part in a competition, Mrs. Elliott-Lynn must be regarded as having done very well indeed.

Concerning the Avia machines and their Walter engines, it must be admitted that both are extremely good. The engines, except for a fit of sulking on a climb test, gave no trouble whatsoever, and the machines are undoubtedly efficient. A top speed of at least 93 m.p.h. is distinctly good for a two-seater with 60 h.p. engine. The stalling speed, although reliable figures are not available, appeared remarkably low. And the fuel economy was proved to be excellent. The little Albert monoplanes are also remarkable machines, and might be described as flying models of high-power single-seaters. In the award of points they held first and second place, but the fuel economy formula for single-seaters handicapped them, and they had to go down to third and fourth place respectively.



["FLIGHT" Photographs]

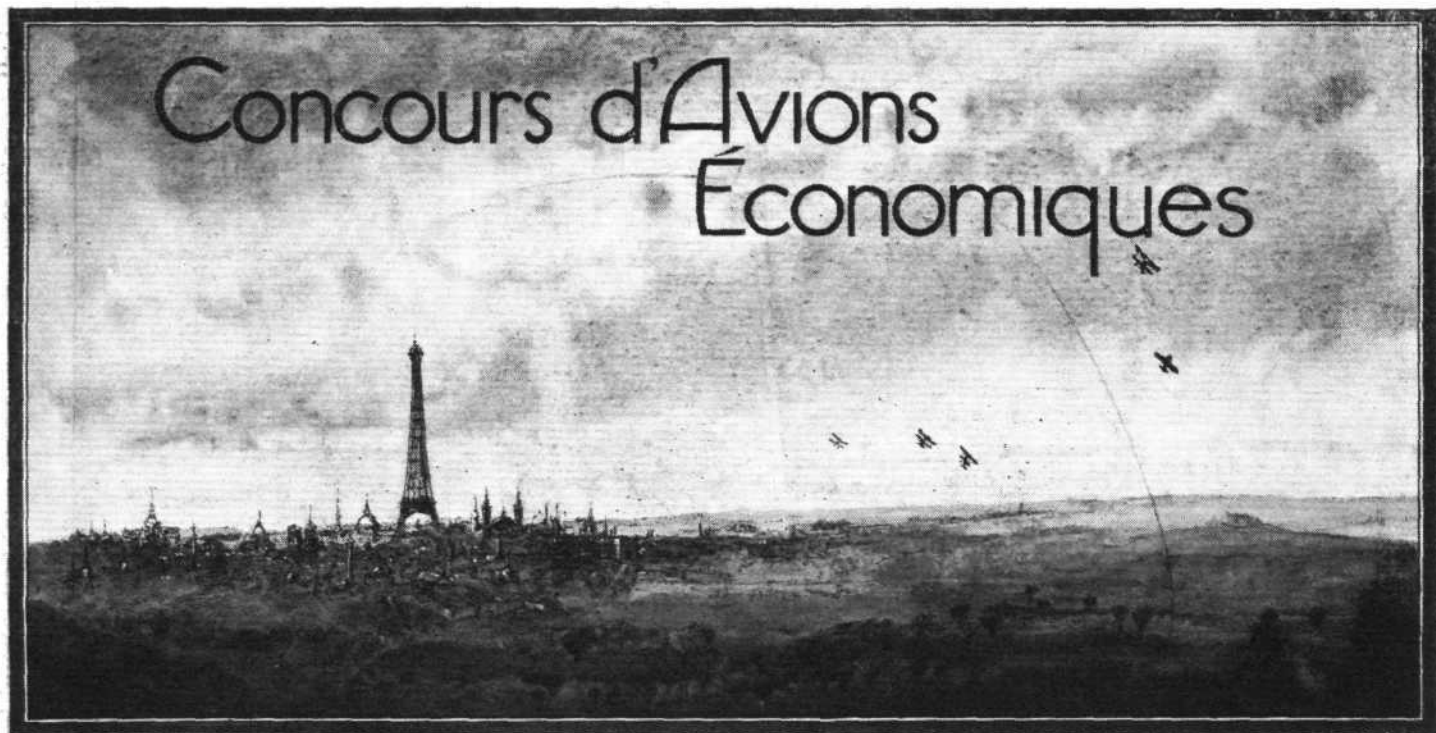
OFFICIALS OF THE ORLY MEETING : Left to right, M. Carlier, President of the French Aerial Association, M. Georges Houard, Editor of "Les Ailes," M. Vendrillan, and M. Frachet. On the right, M. G. Dinner, the "Chronometreur" of the meeting.



THE BRITISH TEAM : 1, from left to right : N. H. Jones, passenger ; Mrs. Elliott-Lynn, pilot ; R. Hyder and H. Webb, mechanics. 2, the D.H. "Moth" in a hurry. 3, just before the axle and wheel "went west." 4, Mr. Bramson lends a helping hand in the folding test. 5, visitors, including M. Laurent Eynac, interested in Mrs. Elliott-Lynn's easy starting of the "Cirrus" engine.

["FLIGHT" Photographs]

Concours d'Avions Économiques



(Concluded from p. 491.)

Orly Aerodrome, Tuesday, August 10.—Three o'clock yesterday afternoon having come round without any fresh arrivals for the French *Concours d'Avions Economiques*, the eight machines to which reference was made in last week's issue are commencing their tests to-day. Before relating the happenings of the day, a few words concerning the Orly aerodrome may be of interest. This is one of the French training centres, and a large number of Breguets of old design, Hanriot school biplanes of the type flown by Thoret over the hills in Northern Africa with engine stopped, Caudrons of various types, are in the air nearly throughout the day. It appears that the French equivalent to our "refresher course" is being given here, with the result that when interest in the light plane competition diminishes one may always count on a certain amount of amusement from betting at varying odds as to the number of "landings" any particular machine will make. The aerodrome itself is a vast one, situated some 10 miles south of Paris, the far side of the ground being almost on the horizon. Two sheds of excellent construction are situated on the western side of the aerodrome, while on the northern side are a number of smaller sheds, with a third large one. On the south are two large airship sheds which appear to be empty, but that side of the aerodrome is more or less out of bounds as regards civilian visitors, so that on this point one cannot be certain. The competition machines are housed in one of the large hangars adjoining the road to Paris (on the western side of the 'drome), and it is interesting to find, against the back wall of this shed, a comic helicopter which no one seems to want. Here also is the remains of an old Caudron biplane of the type used at Hendon in 1914, and a 1912 type wing-warping Deperdussin monoplane with 50 Gnome engine. Another non-competing "inhabitant" is an Avia B.H. 9 monoplane painted as a multi-coloured Joseph, intended, one gathers, for a non-stop flight from Paris to Prague and back by way of a Czechoslovak reply to Lieut. Thoret's flight from Warsaw to Paris. The engine is a Walter 60 h.p. radial, similar to those fitted in the two competition machines.

This morning a fair number of people, apart from competitors and others directly interested, were on the aerodrome early, some having come out from Paris by autobus, others by train to Orly station (which in theory is adjoining the aerodrome but in practice is several miles away on account of the fact that the station happens to be on the side of the 'drome farthest away from the entrance, a fact which necessitates a long detour) but the majority by automobile. M. Carlier, President of the French Aerial Association, as usual, is doing everything to assist *FLIGHT* with information, as is also M. Georges Houard, editor of our excellent French contemporary *Les Ailes*, who is one of the judges and from whom, therefore, accurate information can always be obtained.

In the hangar this morning there was great activity, the competing machines having their tanks emptied and filled again from weighed tins, preparatory to going for the consumption test which is being held to-day and to-morrow.

In this test the machines have to fly five times round a course marked out on the aerodrome, each lap being one of 10 km., and then climb to an altitude of 1,000 metres (3,300 ft.), the amount of fuel consumed being weighed and points awarded for low fuel consumption. In this eliminating test single-seaters are allowed to use 8 kilos. (17.6 lb.) and two-seaters 14 kilos. (30.75 lb.). The points gained are awarded in the following manner: The final classification will be according to the formula: $Q + \frac{QD}{10}$, in which Q is the total number of points gained in all the various tests, while D is the difference, in kilos. between the weight of fuel permitted in the consumption test, and the weight of fuel actually consumed in this test. In other words, $\frac{D}{10}$ is an economy coefficient.

In connection with the economy coefficient D, there is a certain amount of dissatisfaction among the competitors who have entered single-seaters, it being claimed that the formula handicaps these in comparison with the two-seaters for the following reason: In the flight of 50 km. and climb to 1,000 metres single-seaters are allowed 8 kg. of fuel and two-seaters 14 kg. D being the difference between the weight of fuel allowed and the weight of fuel consumed, a single-seater using, for instance, 3 kg. receives an economy coefficient of $\frac{8-3}{10} = 0.5$. A two-seater, using twice as much fuel (which, it is claimed, it would hardly do) would obtain an economy coefficient of $\frac{14-6}{10} = 0.8$. The reply of the organisers to this criticism is that it is intended to encourage the two-seater as being the more generally useful type of machine for private use.

The first machine to start for the consumption test this morning was No. 7, the little Albert monoplane with 40 h.p. Salmson engine piloted by Descamps, one of the French "aces." This was followed a few minutes later by No. 9, the S.A.B.C.A. biplane with 40 h.p. Anzani, piloted by Van Opstal. No. 16, the Roques-Lefolcalvez monoplane, otherwise the French-built Pander, was next to get on the starting line, but the time for the compulsory lunch interval prevented a start being made by this machine as well as by No. 6, the other Albert monoplane (the same as that which flew from Warsaw to Paris in 10 hours 10 minutes non-stop, piloted by Lieut. Thoret).

When No. 7 returns and has had its tanks emptied and the contents weighed, it is found that his consumption for the 31 miles and climb to 3,300 ft. has been 3.750 kgs. (7.85 lb.). No. 9, the little S.A.B.C.A. biplane piloted by Van Opstal, has consumed 14 litres, but his attempt does not count as his barograph has failed to register.

During the lunch interval there is some considerable excitement in the British camp. Mrs. Elliott-Lynn has discovered that the regulations concerning the starting of the engine

STATISTICS OF THE ORLY LIGHT PLANE COMPETITION

AUGUST 19, 1926

Machine No.	Type.	Engine and Horse-Power.	Pilot.	Fuel Consumed in Economy Test.		Economy Coefficient.	Points for All-Wood Construction.	Points for Reducing Fire Risk.	Points for Carrying Parachutes.	Time for Engine Starting.	Points for Engine Starting.	Time for Dismantling and Erecting.	Points for Dismantling and Erecting.	Landing Run (Metres).	Points for Landing.	Take-off Run (Metres).	Points for Take-off.	Time to 2,000 m. (6,600 ft.)	Points for Climb.	Average Speed over 191.26 km. (118.8 miles) Course.		Points for Speed.	Total No. of Points.	Place According to Total Points.	Points in Final Classification.	Place in Final Classification.
				kg.	lbs.	$\frac{D}{10}$				m. s.		m. s.						m. s.		km./h.	m.p.h.					
1	D.H. Moth ..	60 Cirrus ..	Mrs. Elliott-Lynn	10.0	22.00	0.400	0	10	0	3 19	20	2 43	30	69.0	38	123.0	28	48 30	20	126.699	78.69	134	280	6	391.16	7
4	Avia B.H.11..	60 Walter ..	Fritsch ..	6.20	13.64	0.780	0	10	0	7 9	20	13 55	28	191.0	27	93.0	31	18 30	42	148.769	92.90	178	336	4	598.08	1
5	Avia B.H.11..	60 Walter ..	Lhota ..	6.50	14.30	0.750	0	10	0	3 25	20	11 34	28	120.5	33	80.6	32	16 15	44	147.476	91.60	174	347	3	596.75	2
6	Albert Mono.	40 Salmson ..	Thoret ..	3.80	8.36	0.420	20	10	5	—	20	15 5	27	131.5	30	109.0	29	15 15	45	154.504	95.96	190	378	2	536.76	4
7	Albert Mono.	40 Salmson ..	Descamps ..	3.75	8.25	0.425	20	10	5	13 26	20	13 9	28	164.0	29	91.0	31	13 30	47	162.889	101.20	206	397	1	564.30	3
8	Sabca Mono...	45 Anzani ..	Wouters ..	7.02	15.44	0.698	0	10	0	3 37	20	14 4	28	174.0	28	97.0	30	41 15	20	112.095	69.62	104	240	7	407.52	6
9	Sabca Bi. ..	55 Anzani ..	Van Opstal ..	7.24	15.93	0.676	0	10	0	3 34	20	12 59	28	121.5	33	86.5	31	23 30	20	122.306	75.97	124	283	5	474.31	5
16	Pander ..	25 Anzani ..	Roques and Lefolcalvez	6.40	14.08	0.160	0	10	0	—	0	—	0	111.5	34	89.0	31	—	20	86.945	54.00	54	149	8	171.49	8

What the Table shows

In above table we have compiled all available statistics concerning the results in the French Light Plane Competition in such a manner that the performances of each machine may readily be ascertained and compared. The results are believed to be absolutely accurate except for one or two cases which refer mainly to the two Avia monoplanes. The table shows No. 4, piloted by Fritsch, to be the winner. This is due to the fact that at the time of our leaving Orly on the afternoon of Sunday last all competitors had made but one attempt on the high-speed test. In this Dr. Lhota, pilot of the Avia monoplane No. 5, was not quite as fast as Fritsch in the other Avia, and thus was second in the final classification. If, however, in a second attempt Dr. Lhota should improve his speed by but a very minute fraction of a kilometre-hour he would gain first place, and this, it would seem likely that he has done. At the moment of going to press we have had no official intimation of this having been done, but in any case it would only alter the relative position of machines No. 4 and 5.

By way of explanation of the manner of compiling the points awarded in the competition the following may be of interest. In the consumption test competitors had to make five circuits of a 10 km. course and afterwards climb to 1,000 metres, the fuel consumed in doing this being measured. Single-seaters were allowed to consume 8 kg. (17.6 lb.) and two-seaters were allowed 14 kg. (30.82 lb.). For the purpose of judging the economy of machines a figure termed the "economy coefficient" is used. This is the difference, in kilogrammes, between the amount of fuel permitted and the amount used, divided by 10, the coefficient being used as indicated in the final formula. Of the competing machines the following were single-seaters: Nos. 6, 7 and 16, the rest being two-seaters.

In the landing test machines had to cross in flight an obstacle 5 metres high and pull up in the shortest possible distance, a maximum of 350 m. being permitted. Competitors having pulled up inside that distance received 10 points, plus 1 point for each 10 m. by which their distance was less than the 350 allowed. The take-off test was from a common starting line, a maximum of 300 m. being allowed and all doing it in this distance receiving 10 points plus 1 point for each 10 m. less than the 300 allowed. The climb to 2,000 m. (6,600 ft.) was to be done in the shortest possible time, a maximum of 40 mins. being allowed. Machines reaching this altitude (without time limit) received 20 points, plus 1 point for each minute less than the 40 mins.

In the folding and re-erecting test the machines had to start in flying trim, have their wings folded or dismantled, be pushed through two gateways, re-erected and take the air in the shortest possible time, a maximum of 120 mins. being allowed and those completing the test within this time receiving 10 points plus 1 point for each 6 mins. less than the maximum allowed. For starting the engine it was required to make three starts, the first from cold, running the engine for 1 min. between each start, a maximum of 15 minutes being allowed for the three starts and runs. All competitors succeeding in making their start within this time limit received 20 points, but no points were awarded for doing it in less time.

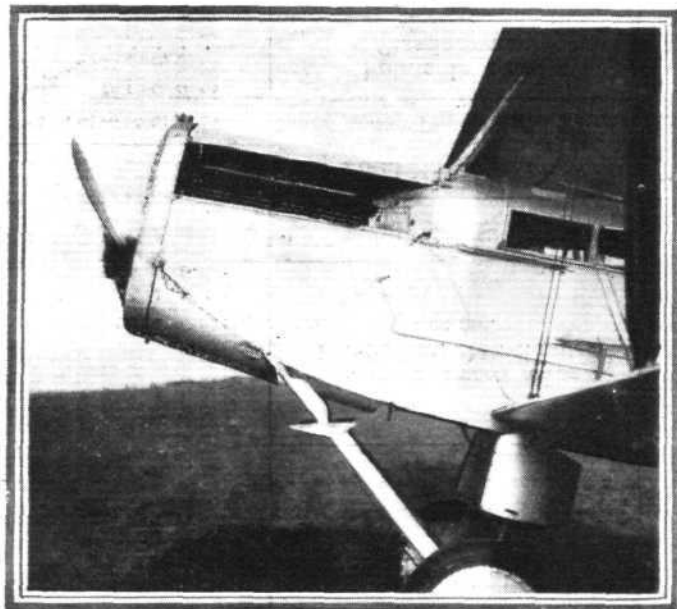
The high-speed test was over a course of 191.26 km., and had to be covered at an average speed of not less than 70 km.-h. (43.5 m.p.h.). 20 points were awarded for covering the course at this or a higher speed, plus 2 points for each km.-h. less than the 70 stipulated as a minimum. The final classification was according to the formula $Q + \frac{QD}{10}$, in which Q is the total number of points obtained and $\frac{D}{10}$ is the "economy coefficient" already explained.



by the pilot without external assistance do not] include swinging of the propeller. This fact was not made clear in the original regulations, although stated definitely in the supplementary regulations, and had escaped her notice. As the "Cirrus" engine starts so very easily by swinging the propeller, Mrs. Elliott-Lynn had not thought it worth while to fit the self-starter, and as the starter used has to be carried on board, she was at a loss as to what to do. However, she set to work with her customary energy and devised a somewhat "Heath Robinson" starter as follows:—Two flying helmets were tied together with a piece of rope. One helmet was hung on the tip of the propeller, and into the other was put a large stone, the idea being that it might be permissible for the pilot to hold the helmet containing the stone and then dropping it, the weight of the stone causing the propeller to revolve. A few attempts were not very successful, and the idea was discarded, only to be replaced in a few seconds by another brain-wave. A jury strut is carried on board the "Moth" for wing-folding purposes. The length of rope was already available. Why not combine the two by looping the rope over the tip of the propeller, pulling the other bight of the rope with the jury strut? The scheme worked, and the next thing was to get a ruling from the committee as to the permissibility of the arrangement. Fortunately, the committee decided in solemn conclave to accept this form of "starter," and what had at one time looked like becoming the certain loss of 20 points became merely a good joke. As it happened, all the worry could have been saved, as a mechanic arrived soon afterwards from the de Havilland company with the proper starter for the "Cirrus."

After lunch, Nos. 16 and 6 got away promptly for their consumption test, followed shortly afterwards by No. 5, the Avia piloted by Dr. Lhota, and No. 8, the Poncelet cabin monoplane piloted by Wouters. Later in the afternoon Mrs. Elliott-Lynn brought out No. 1, the "Moth," and went for consumption test.

At the completion of the tests the various results became available. No. 16, the little French-built Pander, had a forced landing during the test, and returned to the aerodrome by



["FLIGHT" Photograph

An Anglo-Czech Alliance: The 230 h.p. Walter engine in the D.H.50

road. It was found that two out of the three plugs had given up the ghost.

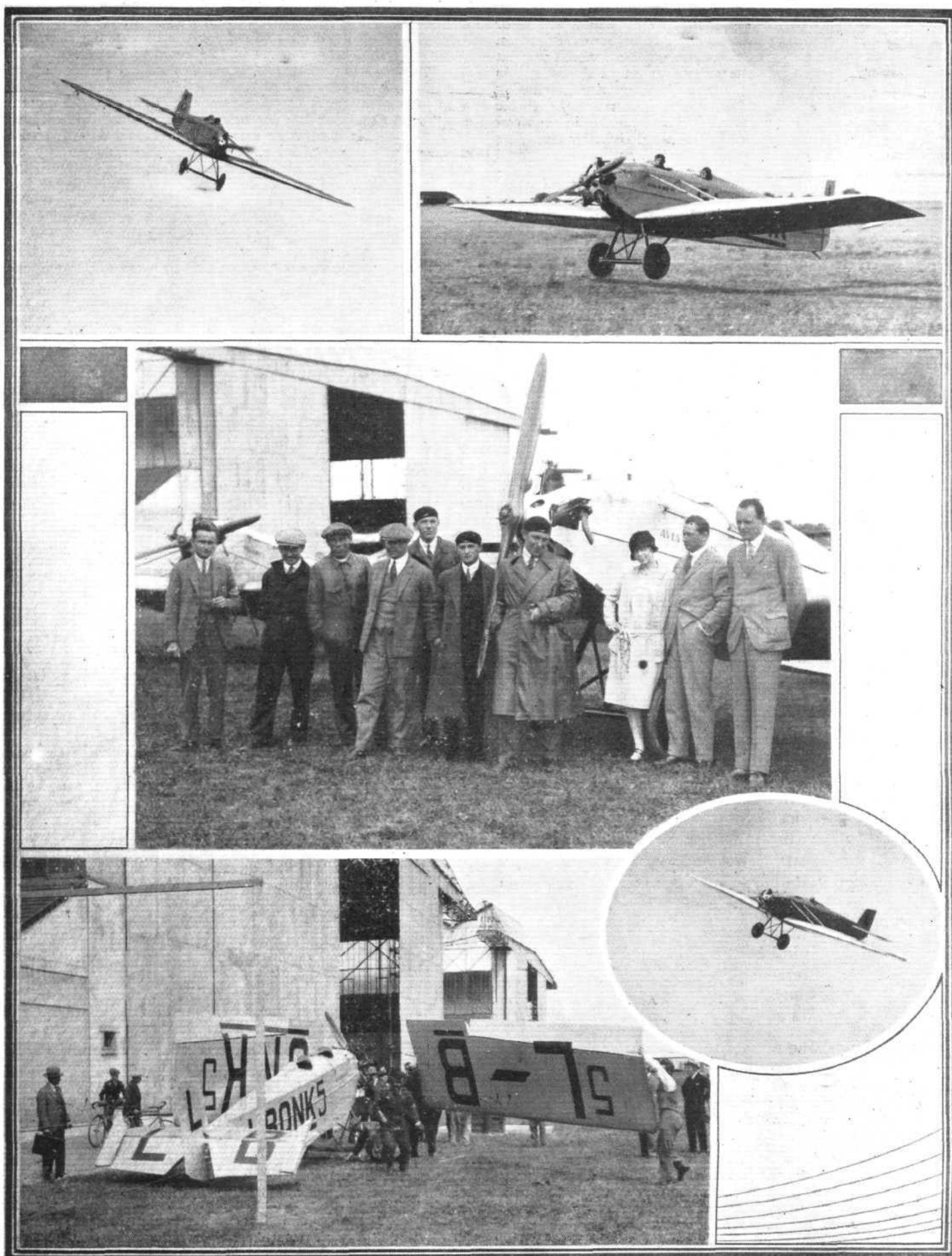
Dr. Lhota's consumption on the Avia was 6.700 kg. (14.7 lbs.), so that his economy coefficient was 0.730. Lieut. Thoret on No. 6 Albert monoplane consumed 3.8 kg., obtaining a coefficient of 0.420. Wouters on the Poncelet monoplane misread his barograph, taking the 500 m. line for the 1,000 m. line, and so his attempt did not count.

Mrs. Elliott-Lynn on the "Moth" managed, according to



["FLIGHT" Photograph

VISITORS FROM CZECHOSLOVAKIA: During the Orly meeting a D.H.50 built in Prague under licence, arrived with distinguished passengers. This group, taken immediately after the arrival of the machine, includes, from left to right: Pavel Benes, Avia, chief designer; Dr. Lhota, amateur pilot and president of the Czechoslovak Pilots' Association; Mrs. Lhota; M. Srba, member of the Czechoslovak Diet; Maj. Kryšner, director of Czechoslovak Railways; Capt. Josef Jira, Ing. Stocis, of the Ministry of Public Works; M. Brebenec, pilot of the D.H. 50; and M. Milos Bondy, managing director of the Avia Co.



["FLIGHT" Photographs]

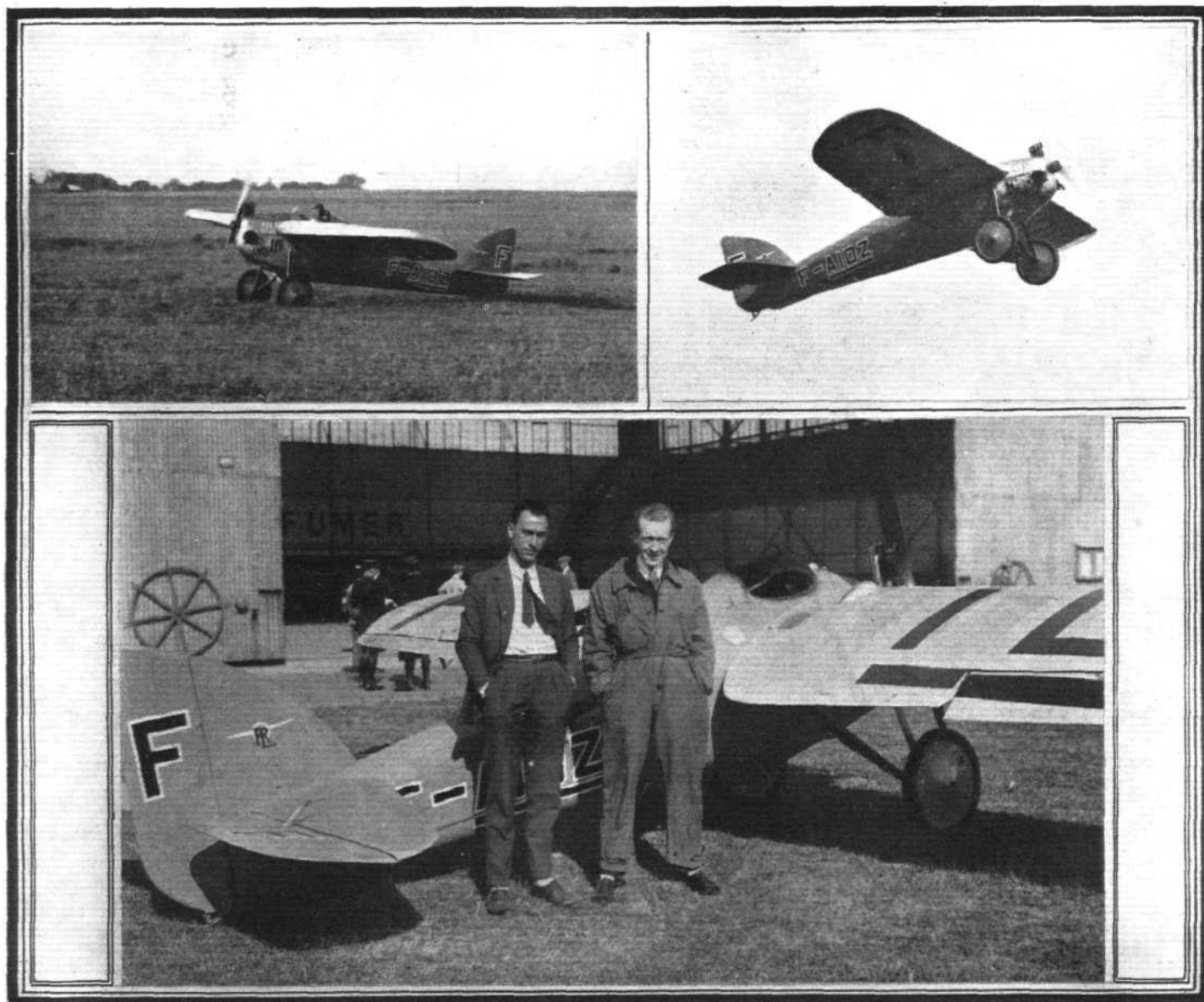
THE WINNERS OF THE FRENCH LIGHT PLANE COMPETITION: In the centre the Czechoslovak Team, from left to right: Fous, works manager; Pacak, Volejnik and Horak, mechanics; Fritsch, chief pilot; Pavel Benes, chief designer; Capt. J. Jira, military pilot (not in the competition); Mrs. Lhota, Dr. Lhota and Milos Bondy, managing director. In the upper right-hand corner, Dr. Lhota is seen in the landing test, while the other two photographs show the Avias in different attitudes of flight.

the official results, to consume no less than 13.650 kg. (28.6 lbs.), which was disappointing, to say the least. For some time no explanation could be found, but an examination of the petrol showed this to be of density 740, which was on the heavy side. Somewhat later it was found that the jets fitted were those which had been in use for some time, including the flight to Orly from England, and were in no way suitable for a fuel-economy test. Mr. Webb, the mechanic sent out by A.D.C. Aircraft, Ltd., soon put matters right by changing the jets for smaller ones. The petrol question was solved by the Morane-Saulnier firm offering to supply Mrs. Elliott-Lynn with a tank full of lighter petrol from their aerodrome a short distance away from Orly.

Wednesday, August 11.—This morning early it rained cats and dogs, but towards 9 a.m. the weather improved con-

heads went together and heated discussions were held as to whether or not such a consumption was at all possible. This discussion continued on and off for the rest of the day, and when we left the aerodrome in the evening there was every sign that, barring accidents, arms would still be waving on our return in the morning.

In the meantime Wouters on the Poncelet "handsome cab" made another try for consumption, this time making very sure of his barograph markings, and was returned with a consumption of 7.000 kg. (15.4 lbs.) and an economy coefficient of 0.700, the average speed around the course being 111.524 km./h. (69 m.p.h.). Roques and Lefolcalvez, two very charming French pilots, got their plugs changed and other adjustments made, M. Roques making another attempt at his consumption test, this time covering the course, but on



["FLIGHT" Photographs

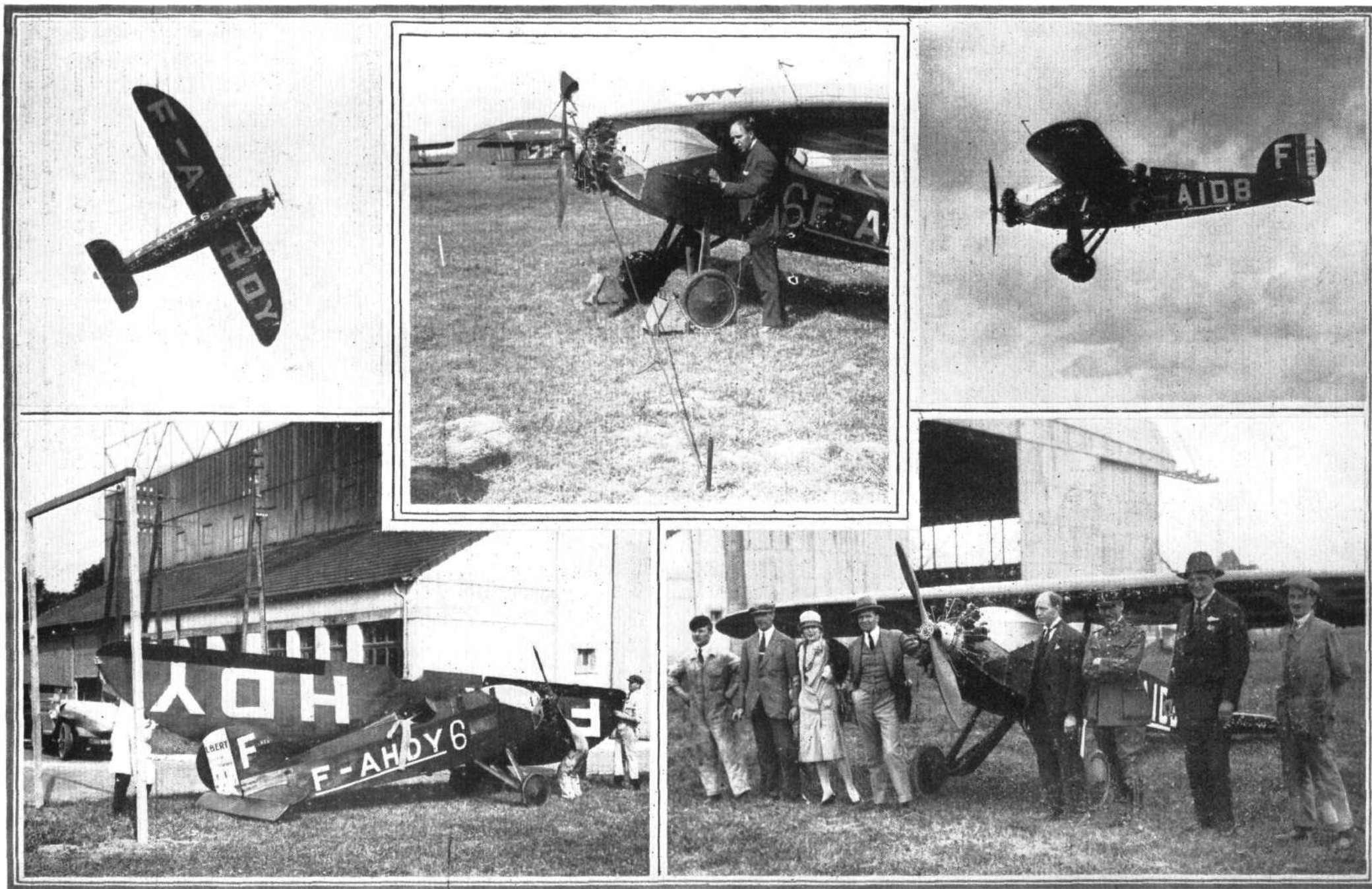
No. 16 : The French-built Pander monoplane entered and flown by MM. Roques and Lefolcalvez, who are seen standing by the machine. Above : left, making a good landing in the tests, and, right, in flight. A poor engine prevented this machine from doing itself justice.

siderably, and Mrs. Elliott-Lynn and Mr. Webb flew over to the Morane aerodrome, returning with a tank full of lighter petrol, the density of which was found on test to be only 690. As soon as the tanks had been emptied and refilled under official supervision, Mrs. Elliott-Lynn went for the second consumption test to which she was entitled. Dr. Lhota also went for a second test, and improved his consumption to 6.500 kg. (14.3 lbs.) and his economy coefficient to 0.750 (speed 128.205 km./hrs. = 79.6 m.p.h.). When the tank of the "Moth" had been emptied and the contents weighed, the somewhat startling result was found to be a consumption of 5.260 kgs. (11.6 lbs.) only, giving a coefficient of 0.874. Mrs. Elliott-Lynn's speed around the 50-km. course was 109.849 km./hrs. (68.25 m.p.h.).

At once there was a great fluttering in the dovecote ;

a consumption of 6.490 kg. (14.25 lb.), which seemed somewhat excessive for such a small machine, the coefficient being only 0.151. The average speed was 93.360 km./h. (61 m.p.h.). One suspects that the little Roques-Lefolcalvez monoplane is not getting a square deal from its 25 h.p. Anzani, and cannot help wishing the machine had a really good engine, such as the Bristol "Cherub." It is a great pity, as the machine itself is extremely well built and its owners very popular with everybody.

During the afternoon Captain Broad arrived, unfortunately without his "Moth," and one can only regret that this machine was not sent over, as it would have been sure to create a very favourable impression. A surprise visit is paid to the Orly aerodrome by a Czechoslovak de Havilland 50 which has flown across from Prague carrying a party of dis-



THE ALBERT-SALMSON TEAM: In the lower right-hand corner, from left to right: Delzongles, chief mechanic; Descamps, pilot of No. 7; Madame Descamps; Duhamel, designer; Albert, constructor; Thoret, pilot; Magnet (of the Salmson Company), and Metrot, also of the Salmson Company. On the left, Thoret's monoplane passing the folding test. Above, M. Albert trying vainly to start the engine with a "Heath Robinson" starter, and in the upper corners the two machines in flight.

["FLIGHT" Photographs]

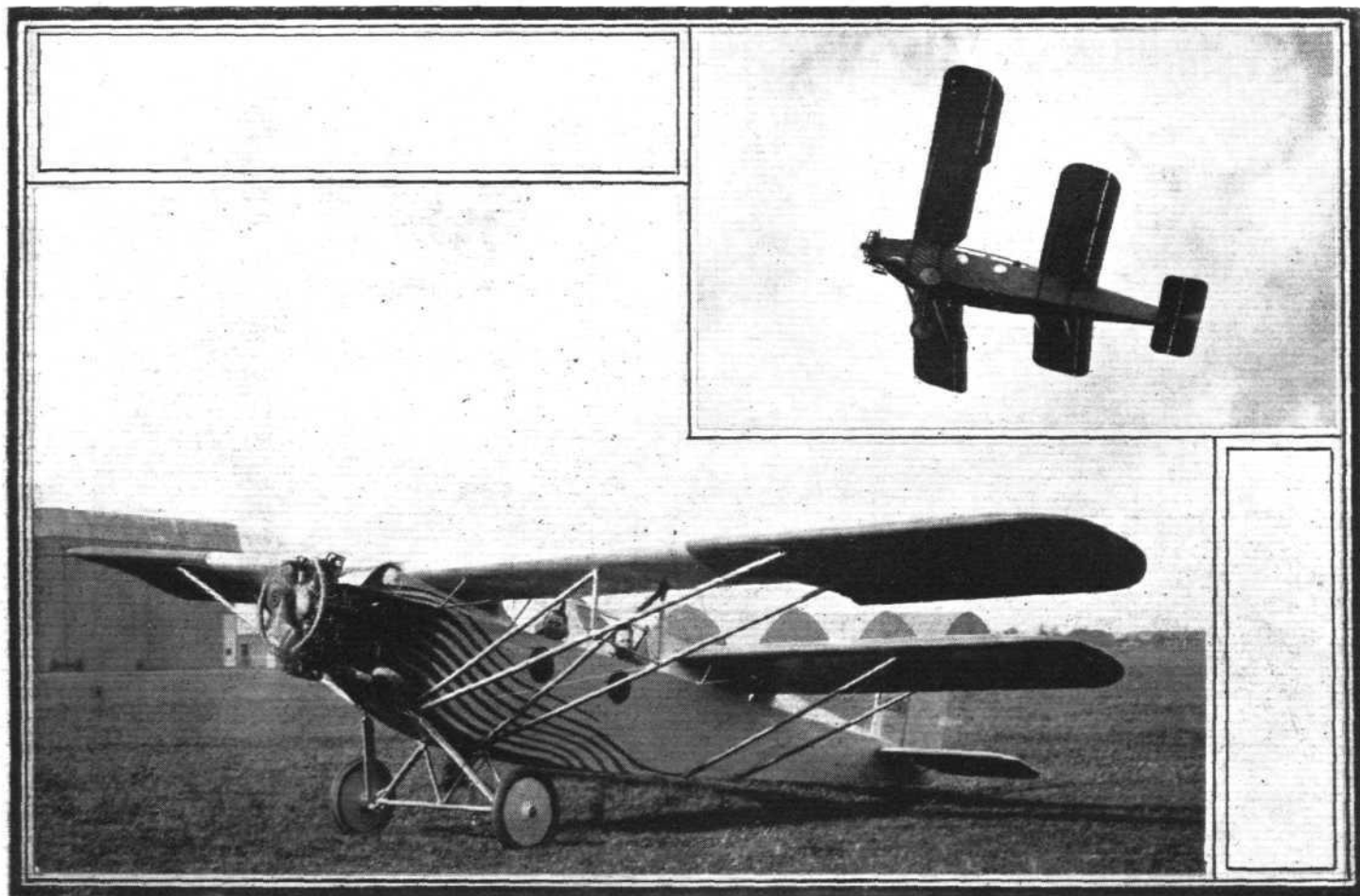
tinguished Czechoslovaks. The machine looks very well built and finished, the particular specimen carrying the registration letters L-BAHG. The engine with which it is equipped is a 230 h.p. 6-cyl. Walter water cooled.

Later in the afternoon Mrs. Elliott-Lynn carried out her dismantling and erecting test, but owing to a misunderstanding a couple of minutes were lost and she decided to make another attempt. This time the whole operation from the word "go" to the time of the wheels of the machine leaving the ground was only 2 mins. 40 secs., a performance for which Mrs. Elliott-Lynn received 30 points. On the completion of this test Mrs. Elliott-Lynn handed her machine over to Capt. Broad, who gave a demonstration of loops, rolls, side-slips, &c., his masterly handling of the machine being greatly appreciated.

Just before closing down time a "deputation" called on Mrs. Elliott-Lynn with a protest that her consumption could not possibly have been correct. It was pointed out that while the weight of petrol put into the tank before the first attempt was officially logged as 63.3 kg. (139 lb.), and the weight of

had been two of the most vigorous "protestants"), but with their assistance. This might be regarded, as Mrs. Elliott-Lynn chose to do, as "merely business," but most people would have been inclined to consider it a serious slur on the integrity not only of a rival, but of the *commissaires sportifs*. Several French representatives protested against the whole thing as being unsportsmanlike in the extreme, and a little scene followed into which it is not necessary to go. The tanks were duly filled and the ballast weighed and put on board, even to a small piece of rock weighing probably 1 lb., which it was insisted should be put in a bag and sealed. At the last moment the two representatives of the other competitors declared that the piece might be left behind, but Mrs. Elliott-Lynn showed her valuation of this "sporting gesture" by insisting upon carrying the piece of rock. The result of the second attempt was a consumption of 10 kg. (22 lbs.), giving a coefficient of economy of 0.400.

The other competitors had agreed that if in the third attempt the consumption was 6 kg. they would allow the second figure of 5.260 to stand, while if the second attempt



["FLIGHT" Photographs

No. 13 : The Albessard tandem monoplane with 70-h.p. Anzani engine was entered for the competition, but did not arrive until about the middle of the week and did not attempt any of the tests. It is a tandem monoplane constructed by M. Louis Peyret.

petrol taken out of the tank after the first attempt was 49.65 kg. (109 lb.), the weight of petrol put in before the second attempt was but 41.25 kg. (90.5 lb.), and that taken out 35.99 kg. (79 lb.). Although Mrs. Elliott-Lynn might, with perfect justice and reasonableness, have dismissed the crowd of excited competitors surrounding her by saying that it was no affair of hers and that if they had any complaints they should go to the judges, she patiently listened to all the arguments and, good sportswoman that she is, agreed to make two more attempts to-morrow, in the checking and weighing of the fuel for which the competitors should be represented. Our sole British representative, instead of taking offence, as she might easily have done, regarded the whole affair as "only business," and in so doing there is no doubt that the high esteem in which she is already held in France rose still higher.

Thursday, August 12.—The proceedings this morning opened with the emptying and re-filling of the tanks of the "Moth," not only under the supervision of two representatives of the other competitors—Messrs. Albert and Bondy—who

resulted in a consumption of more than the 13.650 kg. of the first attempt, the latter would be accepted. At the end of the third attempt Mrs. Elliott-Lynn was offered the chance of a fourth, but decided to stand by the result of 10 kg.

It will be seen that in the demands of the other competitors there was nothing unreasonable or unsportsmanlike, and any criticism that might be raised over the whole unfortunate affair was that the manner of carrying out the repeat preparation for the third attempt might have combined a little more sportsmanship with the "strictly business" attitude. Lest it should be thought that Mrs. Elliott-Lynn herself was complaining, we hasten to state emphatically that this was not the case, and that the criticisms, offered are entirely ours, although we know our views to be shared by many, rival competitors included.

It had originally been intended to devote Thursday, August 12, to the climb test to 2,000 m. (6,600 ft.), but what with all the fuss about the British competitor's consumption and the repeat consumption tests carried out by the "Moth" this morning, no one appeared to have



[" FLIGHT " Photographs]

THE BELGIAN TEAM : In the lower photograph, from left to right : de Bruycker, mechanic ; Wouters, pilot ; Jullien, designer ; Van Opstal, pilot ; Guldentops, constructor ; and Poncelet, constructor. The puzzle picture at the top shows the Poncelet monoplane doing the folding test, while the remaining photographs show the same machine flying and doing the landing test. In the latter the door is held open to act as an air brake.

any time for such trivial amusements as making climbing tests. It was also rumoured that the barographs available for the climb tests were not quite suitable for the rates of climb expected, and were being replaced by others. It was therefore decided to devote this afternoon to alighting tests instead. The only activity as regards actual flying during the morning was Mrs. Elliott-Lynn's consumption

test flight, and the preparation for the landing tests seemed to take a long time, no attempt having been made during the morning to peg out the area in which the landing tests had to be made. Towards 4 p.m., however, the work of marking out the landing area, which was in the form of a trapeze measuring 50 m. along the short side, 100 m. along the long side, and with a distance of 350 m. between the short and long sides. Competitors were required to come in over the obstacles on the short line, and to pull up in the shortest possible distance within the area marked out. The obstacles themselves were in the form of balloons tethered by short lengths of string and theoretically reaching a height above the ground of 5 m. (16 ft. 5 in.). In practice, however, this height appeared

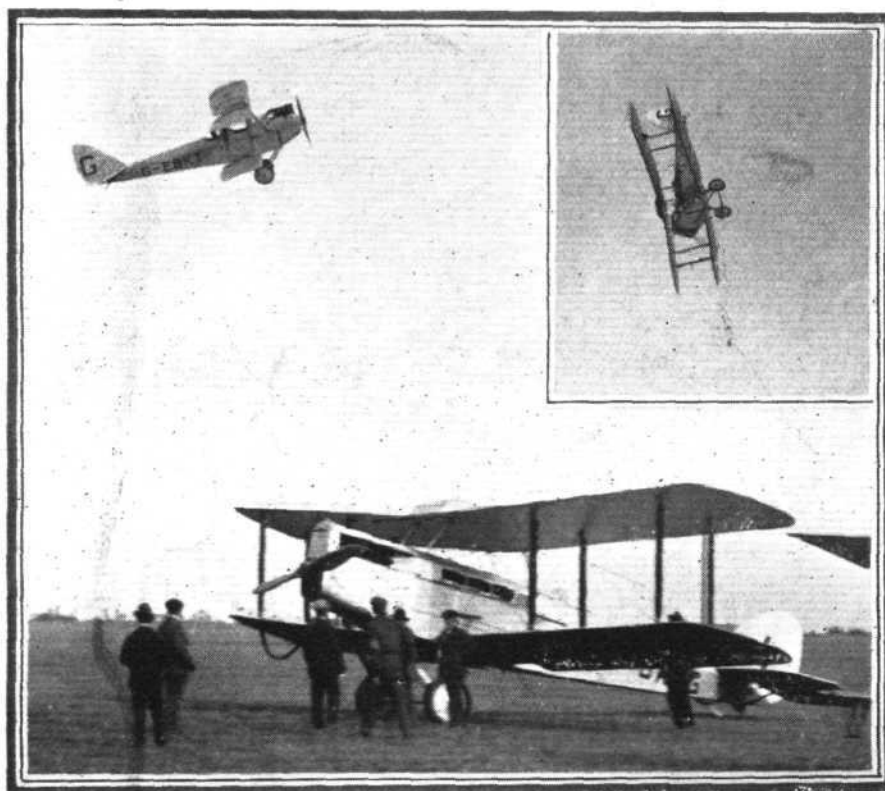
to vary very considerably, since the balloons only reached the maximum height in a flat calm, but approached to within 2 or 3 ft. of the ground in the gusts. Frankly we cannot quite agree that any degree of exactness is obtainable by this arrangement, and we prefer the English form of obstacle which consists of a short length of cord suspended on two posts

and carrying coloured ribbons at short intervals. The altitude of this arrangement is at any rate constant, whereas a line of waving balloons is a constantly variable quantity.

While waiting for the landing tests to commence some of the machines carried out their folding and re-erecting tests, which consisted in folding or dismantling the wings of the machine, pushing the machine through two gates 3 m. (9 ft. 10½ in.)

wide by 3.5 m. (11 ft. 5½ in.) high, placed 10 m. (32 ft. 9½ in.) apart. Up till this afternoon the only machine to have completed the dismantling and erecting tests was the De Havilland "Moth." The first machine to pass the test to-day was the S.A.B.C.A. biplane piloted by Van Opstal. This machine does not have folding wings as does the De Havilland "Moth," but all the attachments which have to be touched in order to remove the wings are of the quick-release variety, and the wings were removed and placed on top of the fuselage in a comparatively short time, the machine then easily going through the gateways, after which the wings were again put on and the machine took off, the time occupied for the whole operation, from the time the signal was given to start on

dismantling until the wheels of the machine left the ground for the subsequent flight of 5 mins., being 12 mins. 59 secs., as compared with Mrs. Elliott-Lynn's time of 2 mins. 40 secs. Cwing to the fact that the rules of the competition do not particularly stress the importance of quick folding of wings, Van Opstal received 28 points



[“ FLIGHT ” Photographs]

TWO DE HAVILLANDS : Capt. Broad flying Mrs. Elliott-Lynn's "Moth" above the Czechoslovak D.H.50 and, inset, doing one of his large-diameter slow loops.



A Helping Hand: When Mrs. Elliott-Lynn bent an axle and broke a wheel in the alighting test, two cars immediately rushed to her assistance, both "piloted" by competitors—the front one by M. Jullien, of the SABCA, and the other by M. Magnet, of the Albert-Salmson team.

[“ FLIGHT ” Photograph]

as compared with Mrs. Elliott-Lynn's 30 points. A maximum time of 120 mins. is allowed for this operation, and competitors receive but one point for each 6 mins. less occupied than the maximum permitted. The next machine to pass this test was No. 4, the Avia piloted by Fritsch. This low-wing monoplane, which is rigidly rigged by struts, also has attachments which can be fairly quickly undone, when the wings are suspended one on each side of the fuselage, and the time taken by Fritsch for the operation was 13 mins. 55 secs., which also netted him 28 points.

In the meantime the arrangements for the landing tests had been completed, and the tests commenced. No. 9, the S.A.B.C.A. biplane, otherwise the Cambgul-Guldentops, with Van Opstal as pilot, being the first to make it. Next was Descamps, on the Albert monoplane No. 7, who made two attempts, giving a series of exhibitions of loopings, etc., between the attempts. The Avia piloted by Dr. Lhota was ready next, but had to wait for No. 9 to clear the course. Both he and Wouters in the Poncelet monoplane made good landings, although not spectacular. When the Poncelet (No. 8) landed it was seen that De Bruycker opened the cabin door to make it act as an air brake. Fritsch's Avia (No. 4) came next, followed by Lieut. Thoret on No. 6 Albert monoplane. Just as Thoret crossed the obstacle line his machine was seen to swish its tail, and it was thought that he was trying to knock off speed. In landing heavily he caused some damage to his machine, but got into the air again within the time limit of one hour allowed. It was later learned that some welding repairs carried out on one of Thoret's long flights had failed in the hard landing. However, energetic and jolly Delzongles soon had matters put right.

On completing his landings Dr. Lhota gave a demonstration of stalling on the Avia, the machine hanging almost vertical for a short time, then diving violently and nearly vertically, but pulling out after a fairly short drop. Lefolcalvez, on the Pander monoplane, made almost a semi-circle in pulling up, and scored a very short distance (the best of the day, i.e., 111.5 metres). After their landing tests, Thoret and Lefolcalvez flew round for a while, Thoret giving a pretty exhibition of getting "on the tail" of the slower machine. Mrs. Elliott-Lynn made a side-slip landing and bent her axle. The machine swerved and ran outside the limits of the area. Among the distinguished visitors to Orly to-day were General Niessel, Inspector-General of l'Aeronautique, and Pelletier d'Oisy, otherwise "Pivolo." In the evening everybody met at the headquarters of the newly-formed International League of Aviators in the Clos Normand in the Bois de Boulogne. M. Leon Bathiat, President of the "Vieilles Tigres" (freely and quite erroneously translated "Veiled Tigers") presiding. The League has a charming reception room, in which at the time a collection of aviation paintings were on exhibit. The secretary of the League is M. Ladislav d'Orcey, who counts among his many accomplishments that of speaking English fluently and without accent, and who can always be counted upon to make English pilots visiting the club-room feel thoroughly at home. The evening was a great success, and served to bring together many old friends as well as making many new.

Friday, August 13.—During the morning but very little competition work was carried out, and it is rather to be feared that our excellent French friends are not particularly impressed by the saying that time is money. However, the lull in the proceedings gave one an opportunity for conversations with various people, which helped in no small measure to while away the time in a manner as profitable as it was interesting. While discussing with M. Poncelet his unusual monoplane, it emerged that this machine has an exceptionally good gliding angle. During one of its first flights the engine stopped at an altitude of 400 metres, while the machine was over Brussels. The pilot had to double back on his course, and succeeded in reaching the Brussels aerodrome in gliding flight, a distance of 6 km. away. This corresponds to a gliding angle of 1 in 15, and one gathers that the glide was not done with a following wind. The climb to 2,000 metres was carried out by most of the competitors during the afternoon, and in the intervals a number of competitors attempted the engine-starting test. First to make the attempt was M. Albert, who was making use of a contraption consisting of a length of rope, a length of shock-absorber and a sort of giant finger-stall slipped over the end of the propeller blade. In spite of the expenditure of much energy, M. Albert did not succeed in getting this engine started within the 15 minutes' time limit. Mrs. Elliott-Lynn came next, her engine starter having just been fitted and no starts made to see if it worked. In the actual test the "Cirrus" engine started at the first kick, as was also the case in the two following starts, a performance

which won general admiration. Third to make the engine start was Fritsch, on No. 4 Avia, who was using a starter magneto. He had to suck in for each start, but, apart from that, his engine started well. Wouters, on the Poncelet monoplane, only sucked in for the first start, and made the two subsequent starts without leaving the cabin of the machine. He was followed by Van Opstal on the S.A.B.C.A. biplane, whose Anzani engine started as easily as that of the monoplane. A little later in the day the Albert monoplane No. 7 got through its engine-starting tests by M. Albert swinging the propeller but removing his hand from it before turning the starting magneto, and thus getting around the rule that the engine must not be started by swinging the propeller. Some very pretty exhibitions of stunting were given by Fritsch on the Avia, and Descamps on the Albert. The latter did some very fine Immelman turns, commencing almost from ground level.

Saturday, August 14.—This morning the two Albert monoplanes were put through the dismantling and erecting test, No. 6 (Thoret) doing the test in 15 mins. 5 secs., and No. 7 (Descamps) in 13 mins. 9 secs. Dr. Lhota put No. 5 Avia through this test in 11 mins. 34 secs.

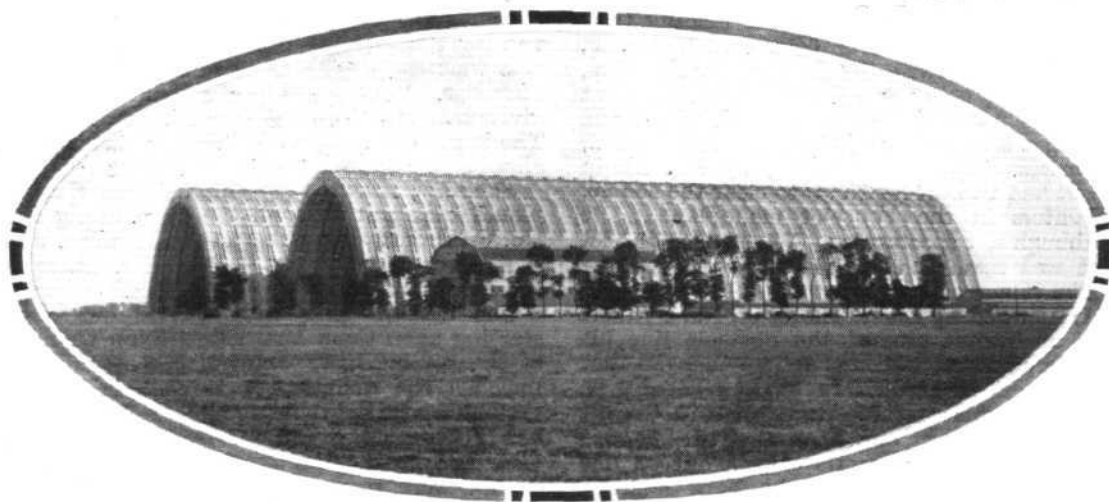
The take-off tests were carried out to-day, but before starting upon them Mrs. Elliott-Lynn made another attempt at the landing test. Immediately upon crossing the row of balloons she deliberately stalled the "Moth" "into the ground," bending the axle and breaking a wheel in so doing, but pulling up in 69 m. from the barrier. Immediately after the landing Mrs. Elliott-Lynn and her mechanic, Mr. Webb, were seen to leave the machine and come racing towards the sheds at top speed, first one being a few yards ahead and then the other. In the end Mrs. Elliott-Lynn won the race by something like a head, and lost no time in getting together the necessary spares, tools, etc., for effecting repairs. Upon seeing the English competitors in difficulties, M. Jullien, of the S.A.B.C.A. Company, and M. Magnet, of the Salmson Company, both rushed out their cars and helped Mrs. Elliott-Lynn to load them up with everything required, and rushed her and Mr. Webb back to the machine. This spirit of good sportsmanship on the part of two competitors was very greatly appreciated. Mr. Webb had a new axle and wheel fitted in 25 minutes, so that Mrs. Elliott-Lynn was able to get flying again well inside the time limit of one hour. After making the prescribed flight, the "Moth" came back to the sheds and a tear in the fabric of the lower plane caused by the wheel of the undercarriage was quickly repaired.

Dr. Lhota has been very unfortunate in his climb to 2,000 m. In his first attempt the engine was down something like 100 r.p.m., so that it was fairly hopeless to expect to obtain a good figure. During the second test (carried out this afternoon) the barograph failed to register, and Dr. Lhota had to make a third attempt late in the afternoon. However, he made up for it by reaching the altitude of 6,600 ft. in 16 min. 15 secs.

Sunday, August 15.—To-day was set aside for the high-speed test over the 200 km. course. The starting and finishing points were of course at Orly, and the turning point was at Saran aerodrome, near Orleans. All the machines got away well, and for a while there was quiet at the aerodrome. The two Albert monoplanes were among the first to return, being very fast, and when Thoret came in it was seen that just as he crossed the finishing line, his ailerons were fluttering violently. He was seen to throttle down and drop the tail of the machine, following this by giving left and right-hand stick alternately, and this instantly stopped the flutter. When he landed he informed the writer that he had experienced this difficulty before at top speed, but that he could always stop it by the procedure outlined above. The trouble had, however, compelled him to fly at somewhat less than top speed, so that he lost something like 8 km. per hour in speed as compared with the other Albert. Mr. Van Opstal, pilot of the S.A.B.C.A. biplane, reported having seen Mrs. Elliott-Lynn somewhat off her course on the way back towards Orly. She was later seen coming in at a considerable height, and when she landed it was found that the head of No. 3 cylinder had cracked all round the exhaust valve below the second fin from the top. This it appeared had happened on the way out, and it was tossed and go whether she would attempt the return journey. However, Mr. Webb pronounced in favour of trying, provided Mrs. Elliott-Lynn did not attempt to fly at full power. With an engine liable to stop altogether at any moment, Mrs. Lynn very naturally deviated somewhat from the direct course in order to be over reasonably good country should a forced landing become necessary, and this fact accounted for her somewhat low average speed of 126.7 km./h. (78.75 m.p.h.).

The best speed of the day was made by Descamps on No. 7 Albert monoplane, whose average speed was 162.9 km./h. (101 m.p.h.). Thoret came next, followed by the two Avia monoplanes, of which No. 4, piloted by Fritsch, was about 1 km. per hour faster than Dr. Lhota's machine. Slowest of all was the little Pander piloted by Lefolcalvez, whose average speed was only 86.9 km./h. This, however, does not represent the maximum speed of the machine.

By the time the officials had worked out the points obtained by all the competitors it was found that No. 1 was Fritsch on the Avia No. 4; No. 2, Dr. Lhota on Avia No. 5; No. 3, Descamps on the Albert No. 7; No. 4, Thoret on the other Albert (No. 6). No. 5, Van Opstal on the S.A.B.C.A. biplane; No. 6; Wouters on the Poncelet monoplane; No. 7, Mrs. Elliott-Lynn on the De H. "Moth," and No. 8, Lefolcalvez on the Pander (No. 19).



AIR LEAGUE LECTURES FOR SCOUTS

A CAMP for all the Boy Scouts of Wales was held on the old racecourse at Llandrindod Wells from July 30 to August 9. Col. Lord Glanusk, D.S.O., Scout Commissioner for Wales, was camp commandant, and about 1,000 Scouts from all over Wales attended. But for the coal strike the

Originally it was proposed to send down an aeroplane; but, as the camp occupied the only available landing ground, this had to be abandoned. Instead, a lecturer—Maj. F. A. de V. Robertson, V.D.—was sent down with a model of a D.H. "Moth," and a set of lantern slides supplied by

"Teaching the Young Idea": An Air League Lecture at the camp of Welsh Scouts at Llandrindod Wells, August 4. The lecturer is seen explaining a model D.H. "Moth" to a batch of enthusiasts. About 1,000 Scouts were in camp, and a series of lectures with this model, supplemented by "FLIGHT" lantern slides, was given.



number would probably have been doubled. This was the first general camp for Welsh Scouts ever held, and to mark the importance of the occasion H.R.H. the Prince of Wales, who is Chief Scout for Wales, visited the camp on August 6, and slept there under canvas that night.

The Air League of the British Empire took advantage of this camp to train the young idea in the gospel of the air.

FLIGHT. A series of informal addresses was given in the open, and the model was explained to admiring crowds of young enthusiasts. The slides also proved a great attraction, and the marquee in which they were shown was packed to its utmost capacity. The Air League is certainly choosing an effective form of propaganda in making an energetic appeal to the youth of the country.

U.S. Air Routes Developments

PRESIDENT COOLIDGE, after consultation with Mr. Hoover (Secretary of Commerce), has given his approval for the institution of two main passenger, mail and express parcel air lines, viz., the Transcontinental route linking New York

with San Francisco and Los Angeles, and the South-western route running from Chicago to Kansas City, Oklahoma, Fort Worth and Dallas. The U.S. Post Office, having inaugurated air mail services in the U.S., are now ready to transfer to reliable private companies.

BOURNEMOUTH SUMMER AVIATION RACE MEETING

We give below the programme of the Bournemouth Summer Aviation Race Meeting, which is being held under the Competition Rules of the Royal Aero Club, at Ensbury Park Racecourse, Bournemouth, on August 21 and 22.

Stewards.—Lieut.-Colonel Sir Francis K. McClean, A.F.C.; Wing-Commander T. O'B. Hubbard, M.C., A.F.C.; Major W. H. Milburn.

Judges.—Lieut.-Colonel W. A. Bristow and Capt. H. B. Norton.

Handicapper.—Capt. W. Dancy.

Clerk of the Course.—Capt. A. R. Dresser.

Timekeeper and Starter.—A. G. Reynolds.

Organising Committee (Royal Aero Club).—Major H. Hemming, A.F.C.; Major R. H. Mayo, O.B.E.; Harold E. Perrin (Secretary).

F. E. Etches, Secretary, Ensbury Park Bournemouth Racecourse Co., Ltd.

1. Light Aeroplane Club Instructors' Scratch Race:—Open to standard D.H. "Moths" from each approved Light Aeroplane Club, to be flown by the Pilot Instructors of the Club. Course of approximately 10 miles. 2 laps. First Prize, £20. Second Prize £10, if four or more starters.

Entrant.	Machine and Engine.	Colours.	Pilot.
G-EBLT .. Midland Aero Club	D.H. "Moth," 27 60 h.p. Cirrus	Green and silver	Capt. W. J. McDonough.
G-EBLI .. London Aeroplane Club	" " " "	Brown and silver	Capt. F. G. M. Sparks.
G-EBNY .. " " " "	" " " "	Brown and silver	S. L. F. St. Barbe.
G-EBOH .. Hampshire Aeroplane Club	" " " "	Light and dark blue and silver.	Capt. G. I. Thomson.

2. Private Club Handicap:—Open to any type of aeroplane entered by any recognised Flying Club, other than the approved Light Aeroplane Clubs. The pilot must be a member of the Club entering. Course approximately 10 miles. 2 laps. First Prize, £25. Second Prize £10, if four or more starters.

G-EBDO .. A. S. Butler (R.Ae.C.)	D.H.37, 300 h.p. Nimbus	Red and silver	A. S. Butler.
F-AIAQ .. C. D. Barnard (R.Ae.C.)	S.E.C.M. Hispano Suiza	White blue stripes	C. D. Barnard.
G-EBKT .. Mrs. S. C. Elliott-Lynn*	D.H. "Moth," 27/60 h.p. Cirrus	Light blue	Mrs. S. C. Elliott-Lynn.
G-EBHS .. R.A.E. Aero Club	R.A.E. "Hurricane," 30 h.p. Bristol Cherub	Silver	Ft.-Lt. J. S. Chick.
G-EBJH .. " " " "	Hawker "Cygnet," 30 h.p. Bristol Cherub	Silver and buff	Ft.-Lt. F. H. Shales.
G-EAIN .. D. A. N. Watt*	"Grasshopper," 100 h.p. Anzani	Kharki	D. A. N. Watt.
G-EACZ .. " " " "	Sopwith Swallow, 130 h.p. Clerget	Silver	" " " "
G-EBNO .. Capt. G. de Havilland*	D.H. "Moth," 27 60 h.p. Cirrus Mark II	Peacock blue and silver	Capt. G. de Havilland.
G-EBHZ .. The Seven Aeroplane Club	D.H. 53, A.B.C. Scorpion	Silver	F. O. G. E. F. Boyes.

3. Bournemouth Summer Handicap:—Open to any type of aeroplane. Course approximately 20 miles. 4 laps. First Prize, £100. Second Prize £30, if six or more starters.

If flown in heats the course for each heat will be 10 miles and final 20 miles. The first two in each heat compete in the final.

G-EBLT .. Midland Aero Club	D.H. "Moth," 27 60 h.p. Cirrus	Green and silver	Capt. W. J. McDonough.
G-EBKT .. Mrs. S. C. Elliott-Lynn	S.E.C.M. Hispano Suiza "	Light blue	Mrs. S. C. Elliott-Lynn.
F-AIAQ .. C. D. Barnard	D.H.37, 300 h.p. Nimbus	White blue stripes	C. D. Barnard
G-EBDO .. A. S. Butler	D.H. "Moth," 27 60 h.p. Cirrus	Red and silver	A. S. Butler.
G-EBLI .. London Aeroplane Club	" " " "	Brown and silver	Capt. F. G. M. Sparks.
G-EBNY .. " " " "	" " " "	" " "	S. L. F. St. Barbe.
G-EBMF .. " " " "	" " " "	" " "	W. Hay.
G-EBNP .. " " " "	" " " "	" " "	Capt. A. Lamplugh.
G-EBJH .. R.A.E. Aero Club	Hawker "Cygnet," 30 h.p. Bristol Cherub	Silver and buff	Ft.-Lt. F. H. Shales.
G-EBHS .. " " " "	R.A.E. "Hurricane," 30 h.p. Bristol Cherub	Silver	Ft.-Lt. J. S. Chick.
G-EBOH .. Hampshire Aeroplane Club	D.H. "Moth," 27/60 h.p. Cirrus	Light and dark blue and silver	F. O. R. H. Stocken.
G-EBOJ .. Wing-Com. W. Sholto Douglas	Nimbus Martinsyde, 300 h.p. Nimbus	Silver	Wing-Com. W. Sholto Douglas.
G-EAIN .. D. A. N. Watt	"Grasshopper," 100 h.p. Anzani	Kharki	D. A. N. Watt
G-EACZ .. " " " "	Sopwith "Swallow," 130 h.p. Clerget	Silver	" " " "
G-EBPA .. Mrs. S. C. Elliott-Lynn	S.E. 5A, 210 h.p. Vickers "Viper"	Silver	Ft.-Lt. A. Bamber.
G-EBNE .. A. V. Roe and Co., Ltd.	Avro "Gosport," 100 h.p. Mono	Silver	B. Hinkler.
G-EBMO .. F. E. N. St. Barbe	D.H. "Moth," 27 60 h.p. Cirrus	White and crimson	Capt. H. S. Broad.
G-EBNO .. Capt. G. de Havilland	" " " " (Cirrus Mark II)	Peacock blue and silver	Capt. G. de Havilland.
G-EBME .. W. L. Hope	" " " " Cirrus	Dark blue and silver	W. L. Hope.
G-EBHZ .. The Seven Aeroplane Club	D.H. 53, A.B.C. Scorpion	Silver	F. O. G. E. F. Boyes.

4. Light Aeroplane Club Members Scratch Race:—Open to the approved Light Aeroplane Clubs. Course approximately 10 miles. 2 laps.

Each club must be represented by standard D.H. "Moths" owned by the Club, and the pilots must be members and have been entirely trained by the Clubs. First Prize, £20. Second Prize, £10, if four or more starters.

G-EBLT .. Midland Aero Club	D.H. "Moth," 27 60 h.p. Cirrus	Green and Silver	E. L. Brighton.
G-EBNY .. London Aeroplane Club	" " " "	Brown and Silver	Major K. M. Beaumont.
G-EBLI .. " " " "	" " " "	" " "	L. J. C. Mitchell.
G-EBMF .. " " " "	" " " "	" " "	R. Malcolm.
G-EBNP .. " " " "	" " " "	" " "	G. H. Craig.

5. Christchurch Sprint (Scratch Race):—Open to standard D.H. "Moth" aeroplanes. Course approximately 10 miles. 2 laps. First Prize, £25. Second Prize, £10, if five or more starters.

G-EBLT .. Midland Aero Club	D.H. "Moth," 27 60 h.p. Cirrus	Green and Silver	Capt. W. J. McDonough.
G-EBKT .. Mrs. S. C. Elliott-Lynn	" " " "	Light Blue	Mrs. S. C. Elliott-Lynn.
G-EBNY .. London Aeroplane Club	" " " "	Brown and Silver	Capt. F. G. M. Sparks.
G-EBLI .. " " " "	" " " "	" " "	N. Jones.
G-EBMF .. " " " "	" " " "	" " "	Major K. M. Beaumont.
G-EBNP .. " " " "	" " " "	" " "	L. J. C. Mitchell.
G-EBOH .. Hampshire Aeroplane Club	" " " "	Light and Dark Blue and Silver	F. O. R. H. Stocken.
G-EBME .. W. L. Hope	" " " "	Dark Blue and Silver	W. L. Hope.

6. Private Owners' Handicap:—Open to all aeroplanes privately owned and registered in the name of an individual. (The definition of "Privately owned" is to be at the sole discretion of the Royal Aero Club.) Course approximately 20 miles. 4 laps. First Prize, £40. Second Prize £20, if four or more starters. Third Prize, £10, if six or more starters. If the race is run in heats, the course for each heat will be approximately 10 miles and the final 20 miles. The first two in each heat compete in the final.

G-EBKT .. Mrs. S. C. Elliott-Lynn	D.H. "Moth," 27/60 h.p. Cirrus	Light Blue	Mrs. S. C. Elliott-Lynn.
F-AIAQ .. C. D. Barnard	S.E.C.M. Hispano Suiza	White Blue Stripes	C. D. Barnard.
G-EBDO .. A. S. Butler	D.H. 37, 300 h.p. Nimbus	Red and Silver	A. S. Butler.
G-EBJH .. R.A.E. Aero Club	Hawker "Cygnet," 30 h.p. Bristol Cherub	Silver and Buff	Ft.-Lt. F. H. Shales.
G-EBHS .. " " " "	R.A.E. "Hurricane," 30 h.p. Bristol Cherub	Silver	Ft.-Lt. J. S. Chick.
G-EAIN .. D.A.N. Watt	"Grasshopper," 100 h.p. Anzani	Kharki	D. A. N. Watt.
G-EACZ .. " " " "	Sopwith Swallow, 130 h.p. Clerget	Silver	" " " "
G-EBPA .. Mrs. S. C. Elliott-Lynn	S.E. 5A, 210 h.p. Vickers Clerget	" " "	Ft.-Lt. A. Bamber.
G-EBNO .. Capt. G. de Havilland	D.H. "Moth," 27/60 h.p. Cirrus Mark II	Peacock Blue and Silver	Capt. G. de Havilland.
G-EBME .. W. L. Hope	D.H. "Moth," 27/60 h.p. Cirrus	Dark Blue and Silver	W. L. Hope.
G-EBHZ .. The Seven Aeroplane Club	D.H. 53, A.B.C. Scorpion	Silver	F. O. G. E. F. Boyes.

* British Private Aircraft Owners' Club.

7. Boscombe High Power Handicap :—Open to all aeroplanes with engines of 100 h.p. or over. Course approximately 10 miles. 2 laps. First Prize, £30. Second Prize, £10, if five or more starters.

Entrant.	Machine and Engine.	Colours.	Pilot.
F-AIAQ .. C. D. Barnard	S.E.C.M. Hispano Suiza	White, Blue Stripes	C. D. Barnard.
G-EBDO .. A. S. Butler	D.H. 37, 300 h.p. Nimbus	Red and Silver	A. S. Butler.
G-EBOJ .. Wing-Com. W. Sholto Douglas	Nimbus Martinsyde, 300 h.p. Nimbus	Silver	Wing-Com. W. Sholto Douglas.
G-EAIN .. D. A. N. Watt	"Grasshopper," 100 h.p. Anzani	Kharki	D. A. N. Watt.
G-EACZ .. "	Sopwith "Swallow," 130 h.p. Clerget	Silver	Flt.-Lt. A. "Bamber.
G-EBPA .. Mrs. S. C. Elliott-Lynn	S. E. 5A, 210 h.p. Vickers' Viper.	"	B. Hinkler.
G-EBNE .. A. V. Roe & Co., Ltd.	Avro "Gosport," 100 h.p. Mono	"	

8. Ensbury Park Low Power Handicap :—Open to all aeroplanes with engines under 100 h.p. Course approximately 10 miles. 2 laps. First Prize, £20. Second Prize, £10, if five or more starters.

Entrant.	Machine and Engine.	Colours.	Pilot.
G-EBLT .. Midland Aero Club	D.H. "Moth," 27/60 h.p. Cirrus	Green and Silver	Capt. W. J. McDonough.
G-EBKT .. Mrs. S. C. Elliott-Lynn	" " "	Light Blue	Mrs. S. C. Elliott-Lynn.
G-EBNY .. London Aeroplane Club	" " "	Brown and Silver	S. L. F. St. Barbe
G-EBLI .. " " "	" " "	" "	Capt. A. G. Lamplugh.
G-EBMF .. " " "	" " "	" "	W. Hay.
G-EBNP .. " " "	" " "	" "	G. H. Craig.
G-EBJH .. R.A.E. Aero Club	Hawker "Cygnets," 30 h.p. Bristol Cherub	Silver and Buff	Flt.-Lt. F. H. Shales.
G-EBHS .. " " "	R.A.E. "Hurricane," 30 h.p. Bristol Cherub	Silver	Flt.-Lt. J. S. Chick.
G-EBOH .. Hampshire Aeroplane Club	D.H. "Moth," 27/60 h.p. Cirrus	Light and Dark Blue and Silver	F. O. R. H. Stocken.
G-EBMO .. Charles C. Walker	" " "	White and Crimson	Capt. H. S. Broad.
G-EBNO .. Capt. G. de Havilland	" " (Cirrus Mark II)	Peacock Blue and Silver	Capt. G. de Havilland.
G-EBME .. W. L. Hope	D.H. "Moth," 27/60 h.p. Cirrus	Dark Blue and Silver	W. L. Hope.
G-EBHZ .. The Seven Aeroplane Club	D.H. 53, A.B.C. Scorpion	Silver	F. O. G. E. F. Boyes.

LYMPNE MEETING

Two-Seater Light Aeroplane Competition, 1926.—Supplementary Regulations—II

- All tanks, filter caps, and carburettor float chamber covers must be provided with lugs or some other efficient means of facilitating sealing.
- In case of a landing away from Lympe Aerodrome, a full report of the circumstances must be made in writing to the Chief Marshal on the return of the aircraft to Lympe.

Fuel (see Supplementary Regulations I, No. 6).—This rule was specifically framed in order to prevent the admixture of chemical dopes with ordinary petrol or mixtures of petrol and benzol. The rule was issued on April 20, 1926, and has governed the preparation of engines and their accessories.

In fairness to all competitors, therefore, the use of chemical dopes is still disallowed, even though in some cases supplies may have been increased.

Load to be Carried (see Regulation 7).—Competitors must provide their own ballast, which must be of such a nature as not to vary in weight, and which is capable of being easily weighed.

Identification (see Regulation 11).—The official number

must be painted in black on a white surface on each side of the fuselage and on the lower surface of each of the lower main planes. This number must be as large as the surface permits. Government registration marks are not necessary for this competition.

Grosvenor Challenge Cup Handicap

The race (under the Competition Rules of the Royal Aero Club) for the Grosvenor Challenge Cup and Prizes (first prize, £75; second prize, £25) presented by Sir Charles Wakefield, Bart., and will be held at Lympe Aerodrome, near Hythe, on Saturday, September 18.

The race is over a distance of approximately 100 miles, and is open to any aeroplane the weight of the engine of which does not exceed 275 lbs.

The aeroplane and engine must have been entirely constructed in the British Empire, and the entrant and pilot must be British subjects. The entrant must be an individual, and not a company. The aeroplanes will be handicapped on a time-allowance basis.

The entry fee is £2. This fee, together with entry form, must be received by the Royal Aero Club, 3, Clifford Street, London, W. 1, not later than Friday, September 3, 1926.

ALAN COBHAM AT MELBOURNE

PROCEEDING on his trans-Australia section of the Big Flight, Mr. Alan Cobham, accompanied by Sergt. Ward, made an early start from Camooweal (Queensland) on August 10 in the D.H.50J (Siddleley "Jaguar"), now a land plane once again. The first stop was made at Cloncurry (about 260 miles distant), and, after refuelling, a flight of some 300 miles more brought them to Longreach, where more fuel was taken, and finally, after another 280 miles or so, they arrived at Charleville in the evening, where they put up for the night.

Leaving Charleville at 7.26 a.m. the following morning, Mr. Cobham accomplished a 250-mile flight to Bourke, and, after taking in fresh fuel, continued on to Narromine (200 miles), where a stop was made for lunch. From here he proceeded to Sydney (another 180 miles), and when about 40 miles outside Sydney he was met by a fleet of 10 military aeroplanes from Richmond flying station, which escorted him into the town, the escort being joined later by several other civilian machines from Mascot Aerodrome.

Several thousand people had assembled on the Mascot aerodrome to welcome Mr. Cobham and Sergt. Ward, and their reception was most enthusiastic. Amongst those to receive them were representatives of the State Government, the Mascot Municipality, Sir Keith Smith, and several aviators. Later they were given a civic reception at the Mascot Town Hall, and the following day was spent in a round of "entertainments."

Three days were spent at Sydney, and on August 15 the final stage of the outward journey to Melbourne was completed. Mr. Cobham accomplished the 500 miles between

Sydney and Melbourne in five hours, and on arriving at the Essendon aerodrome the crowd of spectators, some 100,000 strong, showed remarkable enthusiasm, large numbers of people breaking through the barriers as the D.H.50 landed. Machine and occupants were immediately mobbed, and it was with considerable difficulty that Mr. Cobham was "rescued" and locked in a room in the hangar for safety, eventually being smuggled away in a car to his hotel. In the stampede several people were hurt, and the D.H.50 suffered some damage also.

The official welcome had to be abandoned, although many distinguished persons were present, but on the following day Mr. Cobham and Sergt. Ward were given a civic reception, at which there were present many important Army, Navy, and Air Force representatives and prominent commercial men. Several busy days, overhauling machine and engine, and attending official and unofficial functions form the conclusion of the London-Australia Flight—then, next week will see the start of the homeward journey.

Sir Samuel Hoare, Secretary of State for Air, sent the following telegram to Mr. Alan Cobham, at Melbourne :—

"Please accept my hearty congratulations on the successful completion of your outward journey by arrival at Melbourne. I trust that the addition of this further achievement to your brilliant series of long-distance flights will stimulate interest in the great potentialities of air transport in the Empire, furnishing as it does yet another convincing proof of the pre-eminent reliability of British aircraft and British engines. I wish you all success on your homeward flight from Australia to this country."



ROYAL AIR FORCE RIFLE ASSOCIATION

THE Sixth Annual Meeting of the above Association was held at Bisley from June 28 to July 2 last. This is the first time, since its inception, that the meeting has been held on the National Rifle Association Ranges—the range known as Siberia, with 24 targets available, being allotted.

The marking and butt duties were carried out most efficiently by Royal Air Force personnel under the able supervision of Flying Officers Flint and Ross. The ammunition, used at the meeting was the very best brand Red Label, 1925, and gave the greatest satisfaction to competitors. This was a welcome innovation, as in former years, machine-gun ammunition of war-time manufacture was used and was the source of continual complaints from the competitors. The markers were accommodated in separate camp from the competitors under their own officers. The competitors were accommodated in the R.A.F. Competitors' Camp for the first time and flew the R.A.F. Ensign. They were fed in the first class dining saloon of the N.R.A.'s pavilion, the cost of their messing being shared by unit, P.S.I. ration allowance and their own pockets.

The entries for this year's meeting has beaten all records as the following table shows:—

Tyros' Match	..	1925	31	..	1926	161
Young Airman's Match	..	1925	27	..	1926	50
Rifle Championship	..	1925	131	..	1926	141
C.A.S.'s. Cup Teams	..	1925	13	..	1926	15
Aperture Sight Match	..	1925	Nil	..	1926	48

The prizes were presented by the President, Air Marshal Sir John M. Salmond, A.D.C., A.D. of G.B., and the champion rifle shot was chaired and carried to the large umbrella tent, the pipe band of the Gordon Highlanders being in attendance, kindly lent for the occasion by Col. Sir James Burnett, C.M.G., D.S.O., of Leys, Commanding the Battalion.

In the course of his remarks to the competitors at the end of the prize giving, Sir John stated that rifle shooting was the A B C of all other forms of shooting and that he was very pleased to see that so many officers and airmen had taken up this form of sport, and he hoped that in the near future we should not only be able to hold our own with the other services in this form of sport but that we should win some of the inter-services matches. He also alluded to the excellent score made by L.A.C. Willott, in the Rifle Championship and Young Airman's Match, the equivalent to this score having won the Army Championship a couple of years ago.

Sir John, as President, congratulated the Association on this most successful meeting and most especially the Secretary on the enormous amount of hard work and the excellent organisation which was responsible for this success, coupled with the names of the Secretary were those of Flight-Lieuts. Riordan and Cullen, who assisted with the work of supervising and range officers for the meeting.

The President, with the Chairman, Air Vice-Marshal Longcroft, were entertained to lunch in the R.A.F. Officers' Mess, Bisley, there being about 40 officers present.

The following is the list of the results in the chief events:—

Individuals

The Tyro Match.—1st prize, the Longcroft cup and £2, L.A.C. Pyne (Felixstowe); 2nd prize, £1, P.-Officer Duggan (Sealand); 3rd prize, 15s., L.A.C. Hulse (Eastchurch).

There were also 5 prizes of 10s. each, and 15 prizes of 5s. each.

The Young Officers' and Airmen's Match.—1st prize, the Whitelock Challenge Cup and £2, L.A.C. Willott (Eastchurch); 2nd prize, £1 10s., A.A. Williams (Cranwell); 3rd prize, £1, A.C. Cranstone (Cranwell).

There were also 2 prizes of 15s., 4 of 10s. and 8 of 5s.

The Rifle Championship and Grand Aggregate.—1st prize, H. G. the Duke of Sutherland's Challenge Cup, the N.R.A. Silver Medal, the R.A.F.R.A. Silver Medal, and £5, L.A.C. Willott (Eastchurch); 2nd prize, the R.A.F.R.A. Bronze Medal and £3, Flying Officer Oldham (Manston); 3rd prize and £2, Flight-Lieut. Staton (Felixstowe); 4th, 5th, 6th, 7th and 8th, prize, and £1 each respectively to Flight-Lieut. Dark (Eastchurch); Flying Officer Drummond (Cranwell); S.M. Hilliard (Halton); Sgt. Burton (Eastchurch); A. A. Williams (Cranwell).

Match I of above Deliberate (600 yards).—1st prize, £2, Flying-Officer Delamain (Cranwell); 2nd prize, 15s., A.C. Sexton (Henlow); 3rd prize, 15s., Flight-Sgt. Wilson (Andover);

There were also 3 prizes of 10s. and 14 of 5s.

Match II of above 600 yards to 100 yards.—Fire with Movement.—1st prize, £2, Flight-Sgt. Brookman (Cranwell);

2nd prize, 15s., Flying-Officer Drummond (Cranwell); 3rd prize, 15s., L.A.C. Pyne (Felixstowe).

Also prizes as above.

Match III of above Rapid 300 yards.—1st prize, £2, Sgt. Scott (Flowerdown); 2nd prize, 15s., Flight-Lieut. Staton (Felixstowe); 3rd prize, 15s., L.A.C. Willott (Eastchurch).

Also prizes as above.

Match Shooting

Match IV of above Snapshooting (300 yards).—1st prize, £2, A.C. Cranstone (Cranwell); 2nd prize, 15s., Flying Officer Oldham (Manston); 3rd prize, 15s., Cpl. Tunncliffe (Uxbridge).

Other money prizes as for Match I.

The Aperture Sight Match.—1st prize, the J. C. Halahan Cup and £3, the R.A.F.R.A. Silver Medal, Flight-Sgt. Williams (Cranwell); 2nd prize, £2, Sgt. Cresswell (Cranwell); 3rd prize £1, Flight-Lieut. Pearce (Cranwell).

And 17 prizes of 10s. each.

The Pistol Championship.—1st Prize, The F. C. Halahan Cup and £3; Sqdr.-Leader Darley (Halton); 2nd Prize, £2, Wing-Comdr. Barton (Cranwell); 3rd Prize, £1, Wing-Comdr. Grant-Dalton (Air Ministry); and 5 prizes of 10s. each.

The Revolver Championship.—1st Prize, The Barton Cup and £3, Sqdr.-Leader Darley (Halton); 2nd Prize, £2, Wing-Comdr. Barton (Cranwell); 3rd Prize, £1, Flight-Lieut. Hill Andover); and 5 prizes of 10s. each.

Teams.

The Chief of the Air Staff's Inter-Unit Challenge Cup.—1st (Prize, The Cup, R.A.F.R.A. silver and 8 bronze medals, Cranwell, 1,141; 2nd Prize, 1 bronze, Eastchurch, 1,103; 3rd Prize, Manston, 1,068.

The Inter-Unit Pistol Team Match.—1st Prize, The Salmond Cup, 1 R.A.F.R.A. silver and 4 bronze medals, Cranwell, 378; 2nd Prize, The R.A.F.R.A. bronze medal, Halton, 337; 3rd Prize, Eastchurch, 296.

The R.A.F. Bisley Meeting.

The following is a list of representatives in the Inter-Service Matches, also honours and prizes won at the above meeting.

United Services Cup, S.R. (A).—Flight-Lieut. Pearce, captain, Cranwell; L.A.C. C. C. Willott (Eastchurch), 167; S.M. S. Hilliard (Halton), 154; A.C. E. Cranstone (Cranwell), 149; Flight-Lieut. W. E. Staton (Felixstowe), 147; Flying Officer E. M. Drummond (Cranwell), 145; Sgt. Burton (Eastchurch), 142; Flying Officer O. C. Oldham (Manston), 140; Flight-Lieut. A. E. Dark (Eastchurch), 131; Flying Officer Delamain and Jones-Lloyd, reserves. Total, 1,175.

Inter-Services XX Match (S.R.) (B). (The Campbell Cup).—Flight-Lieut. Pearce, captain, Cranwell; Flying Officer S. W. Wallingford (Halton), 136; Sqdr.-Leader J. Kilner-Wells (Woolwich), 135; Flight-Sgt. R. J. Williams (Cranwell), 133; Sgt. T. Cresswell (Cranwell), 133; Flight-Lieut. R. S. Greenslade (Cranwell), 133; Flight-Lieut. A. E. Dark (Eastchurch), 131; Flying-Officer J. E. Lissett (Gosport), 131; Sgt. A. Worden (Eastchurch), 118; L.A.C. Lovell (Felixstowe), 118; Flying Officer E. J. Wright (Halton), 117; Flight-Lieut. J. L. K. Pearce (Cranwell) 130; Flight-Sgt. C. Spry (Cranwell), 130; Wing-Comdr. A. G. Garrod (S'Coll.), 128; Flight-Lieut. C. Cullen (S'Bury), 128; Flight-Lieut. W. E. Staton (Felixstowe), 128; Flying Officer E. M. Drummond (Cranwell), 127; S. M. West (Manston), 126; Flight-Sgt. F. Brookham (Cranwell), 122; Cpl. Goude (Gosport), 118; Sgt. Shawcross (Cranwell), 104; Total 2,526.

The Inter-Services Revolver Match. (The Whitehead Cup).—Sqdn.-Leader Darley, Captain (Halton), 86; Flight-Lieut. Staton (Felixstowe), 66; Sqdn.-Leader Hon. R. Cochrane (Andover), 62; Flight-Lieut. Pearce (Cranwell), 59; Wing-Comdr. Grant-Dalton (Air Ministry), 79; Flight-Lieut. Dark (Eastchurch), 77; Flight-Lieut. Hill (Andover), 79; Flying-Officer Drummond (Cranwell), 76; Reserve:—Flight-Lieut. Greenslade (Cranwell); Total, 579.

Bargrave Deane Revolver Falling Plate Competition. Teams from any unit of H.M. Forces.

Cranwell defeated Small Arms School in 2nd Round; beaten by H.M.S. Excellent in 3rd Round; Halton got as far as semi-final but also knocked out by H.M.S. Excellent who eventually won the trophy.

Sqdn.-Leader Darley (Halton) won the Granet Revolver Duelling Trophy and several revolvers and spoons.

Flight-Lieut. Greenslade (Cranwell) tied for 1st place in the Kinnaird Competition. Flight-Sgt. Williams (Cranwell) got 3rd place in the Conan Doyle.

Internationals

Flight-Lieut. Pearce (Cranwell) again shot with the Irish VIII in the Elcho Shield and with the Irish XX in the National Match, thus giving this Officer his 12th international badge.

Sgt. Cresswell (Cranwell)—a tyro this year—has gained his first international badges shooting for Wales in the McKinnon Cup XII and in the Welsh XX in the National Match.

Flight-Sgt. Williams (Cranwell) also gained his first International honour by shooting for the Welsh XX in the National Match.

His Majesty's the King's Prize The King's Hundred

There were three serving members of the R.A.F. gained the

honour of shooting in the "King's Hundred" for which they received the King's Silver Badge and money prize.

It is interesting to note that these three competitors belonged to the same station and it is understood that this constitutes a record for any unit of H.M. Regular Forces.

A glance at the list of the King's Hundred for 1926 shows:—Royal Navy, 3; Regular Army, 2; Royal Marines, 1; R.A.F., Cranwell, 3.

The competitors names and places in the hundred are as follows:—

84th, Flight-Lieut. R. S. Greenslade (Cranwell); 99th, Flight-Sgt. R. J. Williams (Cranwell); 24th, Sgt. F. Cresswell (Cranwell).

LIGHT 'PLANE CLUB DOINGS

London Aeroplane Club

The total flying time for the week ending the 15th inst. was 42 hrs. 15 mins. The following members received flying instruction: Miss O'Brien, R. V. Banks, R. L. Portway, V. H. Dorce, M. P. Susman, T. C. Sharwood, L. G. Sykes, G. Eady, C. A. Rogers, Col. Farfan, G. W. West, H. Solomon, B. B. Tucker, C. E. Murrell, A. L. A. Petty, D. Usher, S. O. Bradshaw, J. A. Simson, E. D. Moss, N. Jones, J. H. Saffery, D. E. Martin, A. J. Richardson, E. K. Blyth, T. C. Angus, E. A. Lingard, C. H. Tutt, G. W. Hall, P. F. England, J. S. W. Garne, G. C. Bonner, J. G. Crammond, O. J. Tapper.

The following members made solo flights: O. J. Tapper, N. J. Hulbert, A. Lees, A. H. Dalton, W. Hay, Maj. K. M. Beaumont, R. C. Presland, N. Jones, E. S. Brough, Capt. A. G. Lamplugh, G. H. Craig, G. Wallcousins, C. A. Rogers, A. G. D. Alderson, S. O. Bradshaw.

The following associate members had joy-rides: G. W. West, A. F. Wallace, Mrs. Lamplugh, Mrs. Dalton.

Bournemouth Air Race Meeting.—The Committee has decided to send the four machines to Bournemouth, and flying will, therefore, not take place at Stag Lane on Saturday and Sunday next. The following members have been selected to represent the Club in the various races: W. Hay, Capt. A. G. Lamplugh, Maj. K. M. Beaumont, L. J. C. Mitchell, R. Malcolm, G. H. Craig, N. Jones.

The pilot instructors, Capt. F. G. M. Sparks and S. L. F. St. Barbe, will compete in the Pilot Instructors' Race.

Hampshire Aeroplane Club

Report for week ending August 14.—This, the first, week in the flying career of the Hampshire Aeroplane Club was quite a successful one, over thirty members availing themselves of the facilities for instruction and passenger flights. In spite of very bad atmospheric conditions, on Wednesday, Thursday and Friday (so much so on the last-mentioned day that no flying was possible), the total flying time reached 15 hrs. 15 mins., made up as follows:—Instruction flying: 11 hrs. 35 mins. Passenger flying: 3 hrs. 40 mins.

The following members received instruction:—Mrs. Home, 2 mins.; Messrs. Fry, 1 hr. 20 mins.; Simmonds, 1 hr. 20 mins.; Keeping, 1 hr.; 10 mins.; Nicholson, 1 hr. 10 mins.; Bound, 1 hr.; Perfect, 1 hr. 5 mins.; Musellwhite, 1 hr.; Courtenay, 50 mins.; Cooper, 30 mins.; Bishop, 30 mins.; Southcliffe, 20 mins.; Dobson, 20 mins.; Rodger, 15 mins.; Odbert, 15 mins. Sommer, 10 mins.

The following members received passenger flights:—Mrs. Perkins, 15 mins.; Mrs. Loughlin, 15 mins.; Mrs. Haslar, 15 mins.; Mrs. Thomson, 15 mins.; Mrs. Easdale, 15 mins.; Miss Home, 25 mins.; Lord Apsley, 15 mins.; Dr. Loughlin, 15 mins.; Messrs. Martins, 30 mins.; Arnold, 15 mins.; Appleford, 10 mins.; Dickson, 10 mins.; Westbrook, 10 mins.; Calvert, 5 mins.; Pearce, 5 mins.; Slate, 5 mins.

Saturday, August 14 was one of the days set apart for five shilling flights for Associate Members, a number of whom availed themselves of this opportunity.

The club has entered "Gee-Bo" at Bournemouth this week-end. In the Instructors' Race, it will be flown by Captain G. I. Thomson, but he will be away from Hamble for a few hours only, in order to interfere as little as possible with instruction. In the other races, Mr. R. H. Stocken will fly the machine.

Henceforth tea will be available on the aerodrome each Saturday and Sunday.

The Lancashire Aero Club

MACHINES in use: L-V, M-Q, and O-K. The weather has been bad—heavy rain nearly every day. Mr. Stack gave instruction to: Messrs. Costa, 3 hrs. 40 mins.; Nelson, 1 hr. 55 mins.; Moss, 1 hr. 15 mins.; Gattrell, 1 hr. 5 mins.; Fallon, 1 hr.; Shires, 45 mins.; Anderson, 45 mins.; Hardy, 45 mins.; Wade, 35 mins.; Dyson, 30 mins.; Whittaker, 30 mins.; Crosswaite, 25 mins.; Redman, 25 mins.; Davison, 20 mins.; Collinson, 20 mins.; Tummers, 20 mins.; Barker, 20 mins.; Goodyear, 10 mins.; Leeming, 10 mins. Total, 15 hrs. 15 mins.

Solo flights by Messrs. Leeming, 6 hrs. 30 mins.; Agar, 2 hrs. 30 mins.; Hardy, 2 hrs.; Lacayo, 1 hr.; Goodfellow, 50 mins.; Leete, 45 mins.; Wilkinson, 40 mins.; Michelson, 30 mins. Total, 14 hrs. 45 mins.

Mr. Stack gave Mr. and Mrs. Akbar joy-rides of 15 mins. each. Mr. Goodfellow gave R. Williams a joy-ride of 15 mins. Tests occupied 1 hr. 35 mins. Total time flown, 32 hrs. 20 mins.

On Wednesday H. Hardy made his first solo, since which time he has been busy piling up solo in order to go for his certificate at an early date.

Midland Aero Club

REPORT for Week ending July 31:—The total flying time for the week was 27 hours 26 minutes.

The following members had flying instruction: A. Gibbons, H. Smith, G. H. Perry, E. J. Brighton, C. Burrough, R. L. Jackson, C. Mecke, S. J. Beard, G. Savage, R. Summerfield.

The following members flew solo: L. Knox, H. Willis, W. Swann, E. J. Brighton, G. H. Perry, R. L. Jackson.

On Wednesday the following members successfully carried out their flying tests for Aviator's Certificate: L. Knox, H. Willis, E. J. Brighton, G. H. Perry, W. Swann.

On Saturday Mrs. Elliott-Lynn arrived at the aerodrome on her De Havilland "Moth" en route for Manchester, and left again on Sunday, accompanied by Mr. E. J. Brighton.

Report for week ending August 8:—The total flying time for the week was 13 hours 19 minutes.

The following members had flying instruction: A. R. Gibbons, W. Swann, G. Savage, H. Smith, E. J. Beard.

The following members flew solo: R. L. Jackson, W. Swann, C. L. Knox, E. J. Brighton.

Two joy-rides took 45 minutes.

On Thursday R. L. Jackson successfully carried out his flying tests for his Aviator's Certificate, during the height test attaining an altitude of 8,200 ft. During the week Capt. McDonough did a test flight on the Austin "Whippet" (G.E.A.P.F.). He reports very favourably on the machine's behaviour in the air.

Mrs. Elliott-Lynn called in at the aerodrome on Monday on her return journey to London, and Sir John Rhodes on his "Moth," accompanied by Capt. Sparkes, landed here on Tuesday.

REPORT for week ending August 14:—During the past week little flying has been possible owing to very stormy and indifferent weather, total flying time for the week being 7 hrs. 50 mins.

The following members had flying instruction: R. L. Goodway, A. P. Chaytor, E. J. Beard, H. Smith, C. Burrows, J. Brinton, A. B. Gibbons.

The following members flew solo: R. L. Jackson, C. L. Knox, W. Swann, E. J. Brighton, H. Willis.

On Thursday G-EBLT went to the De Havilland works for annual inspection for renewal of Certificate of airworthiness.

The Club has entered one machine for several events in the Bournemouth Aviation Meeting, which is being held on August 21 and 22.

The Newcastle-upon-Tyne Aero Club, Ltd.

FLYING report for week ending August 8.—Total time for the week, 47 hrs. 30 mins., of which 21 hours were flown on LX and 26 hrs. 30 mins. on LY. Dual, 23 hrs. 50 mins.; solo, 20 hrs. 25 mins.; passenger flights with Mr. Parkinson, 3 hrs. 15 mins.

The above total easily beats all previous records for one week. A further record for the Club was made on Sunday, the 8th, when 11 hrs. 15 mins. was completed. All, of course, on the two original Club "Moths."

The following members flew under instruction, with Mr. Parkinson:—Col. Sir Joseph Reed, Messrs. Thirlwell, Twine, Palmer, Irving, Middleton, J. Bell, Barnes, E. C. Kennedy, J. M. Davidson, V. S. Davidson, Stawart, Howard, Bruce, Gilmore, Turnbull, Campbell, Bainbridge, A. Bell. Dr. Dixon and Mr. H. H. Leech had secondary dual.

Members who flew solo:—Messrs. H. H. Leech, C. Thompson, F. H. Phillips Dr. Dixon.

Pilot members who flew, carrying passengers named:—Mr. P. Forsyth Heppell, with Mr. Herdman, Mr. W. Baxter Ellis, with Mr. Irwin. Mr. Ellis also flew to Selby and back with Mr. W. G. Johnson on Saturday.

Mr. R. N. Thompson flew with the following as passengers:—Mr. Bain, Mr. V. S. Davidson, Mr. Lisle, Mr. Emmerson, and Miss Davis.

Mr. N. S. Todd with Mr. Longfield, Mrs. H. A. Reid, Mr. and Mrs. Dowston, Mr. and Mrs. Brown, Miss Peacock, and Dr. Dixon.

Mr. Parkinson carried the following passengers:—Mr. Snow, Mr. Holland, Mr. L. Dixon, Mr. Thomkins (of the Newcastle Chronicle), Mr. and Mrs. J. H. Davis, Mr. J. T. Thompson. Mr. Parkinson also flew to Bamburgh with Mr. P. F. Heppell, who stayed there for the week-end.

On August Bank Holiday the Club was honoured with a visit by Mr. C. G. Grey and party. Mr. Grey was very much interested in the work of the Club, which was in full swing on that day (including badminton), in spite of a disagreeable drizzle. All the members of Mr. Grey's party flew, Miss Irene M. Butler, Miss M. Marriuer, Mr. G. G. Butler, Mr. Schulerberg and Mr. Grey flying with Mr. Parkinson, and Miss H. Butler with Mr. Baxter Ellis.

The Club will hold its first flying meeting on Saturday, September 4, and it is hoped that, given the support of the remaining clubs and fine weather, the result will be satisfactory. Promises of valuable trophies and prize money have already been received, and it is confidently believed that these will be of an attractive nature.

REPORT for week ending August 15:—Total flying time, 23 hrs. 15 mins.; of this, 6 hrs. 45 mins. was flown on LX and 16 hrs. 30 mins. on LY.

Dual, 14-45; solo, 4-45 "A" pilots, 2; joy-rides, 1-45.

The following members flew under instruction with Mr. Parkinson: Mrs. Marks, Col. Sir Joseph Reed, Messrs. Irving, Twine, Middleton, V. S. Davidson, J. M. Davidson, Shaw, E. C. Kennedy, Bruce, Gilmore, Stawart, and Turnbull, Mr. Phillips and Dr. Dixon had advanced dual instruction.

Mr. F. Howard Phillips, Mr. R. N. Bullock, Dr. Dixon, and Mr. H. H. Leech flew solo, Mr. Leech making a cross-country flight to Brampton.

Mr. P. F. Heppell flew with Mrs. Mitchell as passenger.

Mr. R. N. Thompson flew with the following as passengers: Mr. W. Simpson, Mr. J. Simpson, Mr. W. B. Ellis, Mrs. Thompson, and Mrs. Waddell.

The following had joy-rides with Mr. Parkinson: Mr. Middleton, Mr. Christensen, Councillor W. B. Ellis, Mr. Newton, Mr. Reeves, and Mr. Prendergast.

Towards the end of the week very severe winds were experienced, giving way on Sunday to continuous rain and heavy mist, with clouds, later, at 100 ft. Wing-Commander Fowler and Flight-Lieut. J. Oliver landed on Sunday at 13.00 hours for petrol, and before filling up was completed the weather became so bad that they could not get away. After waiting for an hour in the hope of it clearing, a test flight was made, and it was found impossible to go on. The officers each flew with Mr. Parkinson for 10 minutes at under 100 ft.; most of the time they were out of view of those on the aerodrome, being enveloped in low clouds. They were very well pleased with the "Moth." This was the only flying the "Moths" got n on Sunday. Truly a Badminton day.

Arrangements for the Club's air meeting are well in hand. At the time of writing, Air Commodore J. G. Weir, Capt. H. S. Broad, and the Yorkshire Club have arranged to take part, but many more entries are expected when all replies are received.

Fine weather and more donations to the prize fund will assure success.

THE ROYAL AIR FORCE

London Gazette, August 10, 1926.

General Duties Branch

The follg. are granted temp. commissions as Flying Officers on seconding for four years' duty with R.A.F. (July 26):—J. N. Berkeley-Miller (Lieut., R. Tank Corps); C. H. Schofield (Lieut., Welch R.). The follg. Pilot Officers are promoted to rank of Flying Officer:—G. H. Loughnan (May 1); J. W. Vanderbeeck (June 15); G. B. Beardsworth (June 17); N. S. Allison (June 17).

The follg. Flying Officers are placed on retired list at their own request:—G. H. Elliot (Aug. 8); A. E. Platford (Aug. 12). Flying Officer J. P. Cafferkey is placed on retired list on account of ill-health (Aug. 11); Flying Officer S. S. Kirsten is transferred to Reserve Class A (July 27); the short service commn. of Pilot Officer on probation T. J. L. Bradley is terminated on cessation of duty (July 23).

Stores Branch

Squadron Ldr. D. McBirney is placed on retired list (Aug. 8); Flight Lieut.

G. C. Anne, O.B.E., is placed on retired list at his own request, and is granted permission to retain rank of Sqdn. Ldr. (Aug. 11); Sqdn. Ldr. H. E. J. Hewitt relinquishes his short-service commn. on acct. of ill-health, and is granted permission to retain his rank (Aug. 11).

Accountant Branch

The follg. are granted permanent commns. as Pilot Officers on probation, with effect from and with seny. of Aug. 3:—R. A. J. Mullarky, A. W. Younghusband.

Medical Branch

Flying Officer R. S. MacLachy is transferred to Reserve Class D 2 (Aug. 11).

Reserve of Air Force Officers

Flying Officer D. M. I. Macarthur is removed from the service (July 26).

Princess Mary's R.A.F. Nursing Service

Staff Nurse Miss M. T. Thorburn is promoted to the rank of Sister (Aug. 14).

ROYAL AIR FORCE INTELLIGENCE

Appointments.—The following appointments in the Royal Air Force are notified:—

General Duties Branch

Flight Lieutenant H. V. Drew, A.F.C., to No. 100 Sqdn., Spittlegate, 5.8.26. **Flying Officers:** B. G. Pool to Record Office, Ruislip, 15.7.26. W. E. Cowan to R.A.F. Depot, Uxbridge, instead of to No. 32 Sqdn., as previously notified, 21.7.26. D. R. Mitchell to No. 5 Flying Training Schl., Sealand, 19.7.26. H. V. David to R.A.F. M.T. Depot, Shrewsbury, 3.8.26. M. H. Garnons-Williams to Aeroplane & Armament Experimental Estab., Martlesham Heath, 20.7.26. F. S. S. Lamprey to No. 4 Sqdn., S. Farnborough, 3.8.26. L. T. Kerry, M.C., to Record Office, Ruislip, 19.7.26. I. Glyn-Roberts to R.A.F. Depot, Uxbridge, 3.8.26. R. Y. Eccles to No. 5 Flying Training Schl., Sealand, 5.8.26. J. E. Doran-Webb to R.A.F. Depot, Uxbridge, 20.7.26. A. G. Moon to No. 1 School of Technical Training (Apprentices), Halton, 20.7.26.

Flying Officers: W. E. Purdin to R.A.F. Depot, Uxbridge, on transfer to Home Estab., 9.7.26. H. B. Barrett, to R.A.F. Depot, Uxbridge, on transfer to Home Estab., 22.7.26. O. W. Lee, to R.A.F. Depot, Uxbridge, 28.7.26. H. L. R. Gough, to R.A.F. Depot, Uxbridge, 27.7.26. H. R. F. Baxter, to R.A.F. M.T. Depot, Shrewsbury, 11.8.26. H. F. Luxmoore, to No. 56 Sqdn., Biggin Hill, 19.7.26. J. H. Sender, to No. 25 Sqdn., Hawkinge, 26.7.26. J. H. Caulfield to remain at No. 111 Sqdn., Duxford, instead of to No. 5 Flying Training School, as previously notified.

Pilot Officer J. W. O. Fuller to No. 2 Flying Training Schl., Digby, on appointment to a Short Service Commn., 27.7.16.

Pilot Officers: The undermentioned Pilot Officers are posted to No. 4 Flying Training Schl., Egypt, 24.7.26:—B. H. Ashton, B. W. Barton, J. Barton, H. B. Collins, R. W. Coneybeer, B. A. J. Crummy, R. C. Edwards, H. V. Forbes, R. C. Greenhalgh, R. B. Hennessy, D.S.O., M.C., D. K. Hewison, C. E. Kay, H. C. Marett, A. O. Moore, L. K. Mundy, C. Pitt-Hardacre, M. M. Restell-Little, F. H. L. Searl, F. S. Smythe, A. J. Vaughan, W. T. Walton. A. R. Ward.

General Duties Branch

Wing Commanders.—W. H. Primrose, D.F.C., to R.A.F. Depot, Uxbridge,

on transfer to Home Estab.; 12.8.26. E. R. C. Nanson, D.S.C., A.F.C., to R.A.F. Depot, pending posting overseas; 13.8.26. C. W. H. Pulford, O.B.E., A.F.C., to R.A.F. Depot, pending disposal; 12.7.26.

Squadron Leaders: K. R. Park, M.C., D.F.C., to H.Q., Air Defence of Gt. Britain, Uxbridge; 15.8.26. J. W. Woodhouse, D.S.O., M.C., to Marine Aircraft Experimental Estab., Felixstowe; 6.8.26. A. P. V. Daly, to No. 58 Sqdn., Worthy Down; 3.8.26.

Flight Lieuts.: C. E. W. Lockyer, to Sch. of Photography, Farnborough; 17.8.26. R. W. Edwards, to Home Aircraft Depot, Henlow; 16.8.26. A. W. Franklyn, M.C., to Armament and Gunnery Schl., Eastchurch; 16.8.26. O. W. de Putron, to No. 99 Sqdn., Bircham Newton; 12.8.26. N. M. S. Russell, to No. 84 Sqdn., Iraq; 17.7.26. R. S. P. Bobby, to R.A.F. Depot, on transfer to Home Estab.; 25.7.26. P. H. Davy, to R.A.F. Depot, on transfer to Home Estab.; 17.7.26.

Flying Officers: G. H. Vasse, G. Combe, and E. S. C. Vaughan, M.C., to Armament and Gunnery Schl., Eastchurch; 16.8.26. C. E. C. Penny, to R.A.F. Depot, Uxbridge; 18.8.26. F. F. Wilkinson, to No. 23 Sqdn., Henlow; 26.7.26. R. H. S. Mealing, to Heliopolis Details; 8.7.26. H. E. Power, to No. 208 Sqdn., Egypt, on appointment to a Short Service Commn.; 24.7.26. C. Sutton, to Heliopolis Details; 30.7.26. W. H. Burbury, to No. 5, Sqdn., India; 7.7.26. J. N. Berkeley-Miller and C. H. Schofield, to No. 4 Flying Training Schl., Egypt, on appointment to Temp. Commns. from Army; 26.7.26. F. A. Swoffer, M.B.E., to No. 11 Sqdn., Netheravon; 17.8.26. J. B. Barrett and F. G. Cator, to Sch. of Photography, Farnborough; 9.8.26. M. J. Ducray, to No. 1 Flying Training Schl., Netheravon; 14.8.26. C. Guppy, to R.A.F. Base, Calshot; 17.7.26. J. S. Nichol, to No. 39 Sqdn., Spittlegate; 23.8.26. E. A. Blake, M.M., to No. 5 Flying Training Schl., Sealand; 18.8.26. A. M. Webster, to R.A.F. Depot, on transfer to Home Estab.; 27.7.26. C. F. H. Grace, to Communication Flight, Northolt; 19.7.26. (Hon. Flight-Lieut.) E. V. Major, to No. 2 Flying Training Schl., Digby; 18.8.26. E. R. Newbigging, to R.A.F. Depot, on transfer to Home Estab., 5.8.26.

Pilot Officer: W. G. Cheshire, to No. 4 Flying Training Schl., Egypt, on appointment to Short Service Commn.; 28.7.26.

AIR SURVEY EXPEDITION

A CONTRACT has been entered into between Minerals Separation, Ltd., and the Aircraft Operating Co., Ltd., under which the latter company are to send an air survey expedition to Northern Rhodesia in order to carry out air mapping and reconnaissance work of the concessions held by The Rhodesian Congo Border Concession, Ltd., of which Minerals Separation, Ltd., are the General Managers. The concessions cover an area of about 52,000 square miles.

The decision to send out the expedition was only arrived at by the directors of The Rhodesian Congo Border Concession, Ltd., after most careful investigation into the results of air survey operations which have been carried out in the past.

At the start of operations the expedition will consist of two D.H.9 type aeroplanes, specially adapted for air survey work and fitted with Nimbus engines. There will also be a complete photographic section, which will be equipped with the latest British air survey cameras.

As it is anticipated that the work of the expedition will be considerably extended, when once the preliminary work has been carried out, it will be organised so as to be capable of ready expansion when required.

The concessions consist of highly mineralised orchard bush country and are situated on the Rhodesian side of the Rhodesian Congo Border. A great deal of important development work has already been carried out there, and in addition to their white staff the concessionnaires employ a considerable native force. Already the highly successful prospecting work has been carried out by the introduction of electrical methods, and the addition of the air survey expedition will considerably increase the value and scope of the concessionnaires' work, and should make their equipment one of the most modern and comprehensive in the world.

The preparation of the aerodrome at the main base has started, and hangars are about to be built. Careful attention has been paid to the question of safety, as forced landings in

FOR NORTHERN RHODESIA

the bush must be eliminated. This will be met by the provision of sufficient land grounds in the area to enable the survey aeroplanes always to be within gliding distance of a safe landing ground. As the work extends it is anticipated that aeroplanes specially designed for air survey work and fitted with two or three engines, will be constructed. They will have to operate several hundred miles from their main base over jungle country, where forced landings cannot be effected, so that provision will be made for an ample reserve of engine power to enable the machines to return to their base in the case of engine trouble. The Aircraft Operating Company have, we understand, already had a special design prepared for such a machine.

The expedition will start its work by flying over a large portion of the area in a series of parallel lines, oblique photographs being taken at intervals in such a way as to ensure that the area is completely covered. The resultant photographs will then be carefully studied by the geologists, who will select certain portions of the area for photographic mapping. These selected areas will then be covered by a series of overlapping photographs taken with the optical axis of the camera vertical to the earth. The photographs will be joined together so as to form a pictorial map or mosaic of the area, and the accuracy of this will be controlled by a number of points on the ground, which will be selected because they show up clearly on the photographs and are easy of access. These points will be triangulated and will form the ground control, thus enabling a map of a high order of accuracy to be produced. The photographs will be taken with a large overlap so as to enable them to be examined in the stereoscope.

Visual reconnaissance will also be made by the Company's geologists, who will be flown over the area for that purpose; and in certain cases the aircraft will be used for the transport of material and personnel.

A NEW AIR LINE IN AMERICA

THE Philadelphia Rapid Transit Company, one of the largest American transport companies, having monopolised the tramways, subways, taxi's and motor-buses in Philadelphia, and having established a parlour car motor-bus service to Baltimore, Washington and New York, has now decided to include also aerial transport in their business scheme.

For this purpose the President of the P.R.T. Co., Mr. T. E. Mitten, made a tour of Europe to study the operation of the various airlines and to investigate which type of 'plane would best suit his purpose. After having flown on all the European airlines he was favourably impressed by the performance of the Fokker machine, and so decided to use these machines exclusively. He chose the type F.VII-3m, the three-engined monoplane, which performed so well in the Ford Trophy Tour, and with which Commander Byrd achieved his memorable flight to the North Pole and back. So this type will be the standard equipment of the P.R.T. lines.

To begin with an airline was started on July 1 between Washington and Philadelphia, on the occasion of the opening of the Philadelphia Sesquicentennial Exhibition, the flying field of the Navy Yard next to the exhibition, being put at the disposal of the P.R.T. In Washington the company possesses its own flying field, situated within eight minutes from the White House.

As the P.R.T. has had no experience of airline operation the company has charged the American Fokker Aircraft Corp. to instal the flying fields, to organise the ground service, to appoint the pilots and to superintend the upkeep and repair of the aeroplanes and engines.

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Bleriot Flies the Channel

ON August 16 M. Louis Bleriot made his second cross-Channel flight—a little over seventeen years after his first historic crossing in the 25-h.p. Bleriot monoplane, on July 25, 1909. On this second occasion M. Bleriot was visiting his old business friend, Mr. Norbert Chereau, of the Air Navigation and Engineering Co., Ltd. (A.N.E.C.), and was a passenger in his own "Jupiter"-engined Bleriot-Spad machine, piloted by M. Bajac. He flew home again the following day.

Buenos Aires, at Last!

SEÑOR DUGGAN, the Argentine sportsman, who left New York for Buenos Aires on May 24 in a Savoia flying-boat, piloted by Capt. E. Oliveiro, arrived at his destination on August 10.

The Royal Air Force Memorial Fund

THE usual meeting of the Grants Sub-Committee of the Fund was held at Idlesleigh House, on August 5. Mr. Walter S. Field was in the chair, and the other member of the Committee present was Squadron-Leader E. B. Beauman.

The Committee considered in all ten cases, and made grants to the amount of £78 6s.

The next meeting was fixed for August 26, at 2.30 p.m.

R.A.F. Flying Accidents

THE Air Ministry regrets to announce that as the result of an accident at Helwan, Egypt, to a D.H.9.A of No. 47 Squadron, Helwan, on August 10, Flying Officer Herbert Gerald Slater, the pilot of the aircraft, and No. 342173 A.C.1 Thomas Reginald Harvey, were killed.

As the result of an accident in the vicinity of Netheravon Aerodrome to a D.H.9.A of No. 1 Flying Training School, Netheravon, on August 12, No. 335937 L.A.C. Clarence Henry Hooper Gooding, the pilot and sole occupant of the aircraft, was severely injured and died of his injuries shortly afterwards.

A Sign of the Times

It is not normally our custom to refer to the matter appearing in our advertising pages, but very occasionally there is some exceptional reason why such reference is permissible. A case in point is the advertisement in this week's issue of the de Havilland Aircraft Co. and A.D.C. Aircraft announcing a reduction in the cost of the D.H. "Moth" and the "Cirrus" engine. It is sufficiently unusual to advertise the price of an aeroplane in these days, and when a considerable reduction is announced one may be pardoned for calling special attention to the fact. The "Moth" will in future be marketed at £795 as compared with the price of £885 hitherto charged. The new price of the "Cirrus" engine is to be £260. It has been decided to build the "Moth" at a steady predetermined rate of output, so that in future potential purchasers may be assured of rapid delivery. We understand that two colours, blue and dark red, are being standardised for the "Moths."

IMPORTS AND EXPORTS, 1925-1926

AEROPLANES, airships, balloons and parts thereof (not shown separately before 1910). For 1910 and 1911 figures see "FLIGHT" for January 25, 1912; for 1912 and 1913. see "FLIGHT" for January 17, 1914; for 1914, see "FLIGHT" for January 15, 1915; for 1915, see "FLIGHT" for January 13, 1916; for 1916, see "FLIGHT" for January 11, 1917; for 1917, see "FLIGHT" for January 24, 1918; for 1918, see "FLIGHT" for January 16, 1919; for 1919, see "FLIGHT" for January 22, 1920; for 1920, see "FLIGHT" for January 13, 1921; for 1921, see "FLIGHT" for January 19, 1922; for 1922 see "FLIGHT" for January 18, 1923; for 1923, see "FLIGHT" for January 17, 1924; for 1924, see "FLIGHT" for January 22, 1925; for 1925, see "FLIGHT" for January 21, 1926.

	Imports.		Exports.		Re-Exports.	
	1925.	1926.	1925.	1926.	1925.	1926.
Jan. ..	£ 3,546	£ 494	£ 83,728	£ 130,049	£ 291	—
Feb. ..	985	2,089	85,639	40,416	20	6,341
Mar. ..	—	1,001	56,881	92,840	9,355	9,758
Apl. ..	321	536	78,041	160,832	6,732	5,051
May ..	560	342	74,844	118,539	15,278	—
June ..	190	24,866	71,009	68,111	667	150
July ..	184	16,033	159,262	39,047	870	—
	5,786	45,361	609,404	647,834	33,213	21,300

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PUBLICATIONS RECEIVED

No. 4 *Apprentices' Wing Magazine*. R.A.F., Cranwell. Boys' Wing Magazine, R.A.F., Cranwell, Lincs.

Report on the Royal Air Force Promotion Examinations. Air Publication 1215. 1st Edition, May, 1926. H.M. Stationery Office, Kingsway, London, W.C.2. Price 6d. net.

Atti della I Settimana Aerotecnica: 23-29 November, 1925. Associazione Italiana di Aerotecnica, Via delle Coppelle, 35, Rome 20, Italy.

The Air Pilot Monthly Supplement, August, 1926. No. 22. The Air Ministry, Kingsway, London, W.C. 2.

Aeronautics: Report of the Aeronautical Research Committee for the Year 1925-26. H.M. Stationery Office, Kingsway, London, W.C. Price 2s. net.

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NEW COMPANY REGISTERED

BERKSHIRE AVIATION TOURS, LTD., 53, Lower High Street, Wednesbury, Stafford.—Capital £3,000, in £1 shares. F. J. V. Holmes, life governing director.

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AERONAUTICAL PATENT SPECIFICATIONS

Abbreviations: Cyl. = cylinder; i.c. = internal combustion; m. = motor. The numbers in brackets are those under which the Specifications will be printed and abridged, etc.

APPLIED FOR IN 1925

Published August 19, 1926

- 11,074. H. F. PITCAIRN. Aircraft. (255,936.)
- 13,924. R. CHILLINGWORTH. Aircraft and screw propellers therefor. (250,888.)
- 13,984. SIR W. G. ARMSTRONG, WHITWORTH AIRCRAFT, LTD., H. N. WYLIE and F. M. GREEN. Joints for sheet-metal plates. (255,995.)
- 24,690. O. J. JORGENSEN. Means for rough-cutting a propeller blade. (256,085.)

APPLIED FOR IN 1926

Published August 19, 1926

- 15,448. R. H. UPSON. Airships. (253,936.)

FLIGHT

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